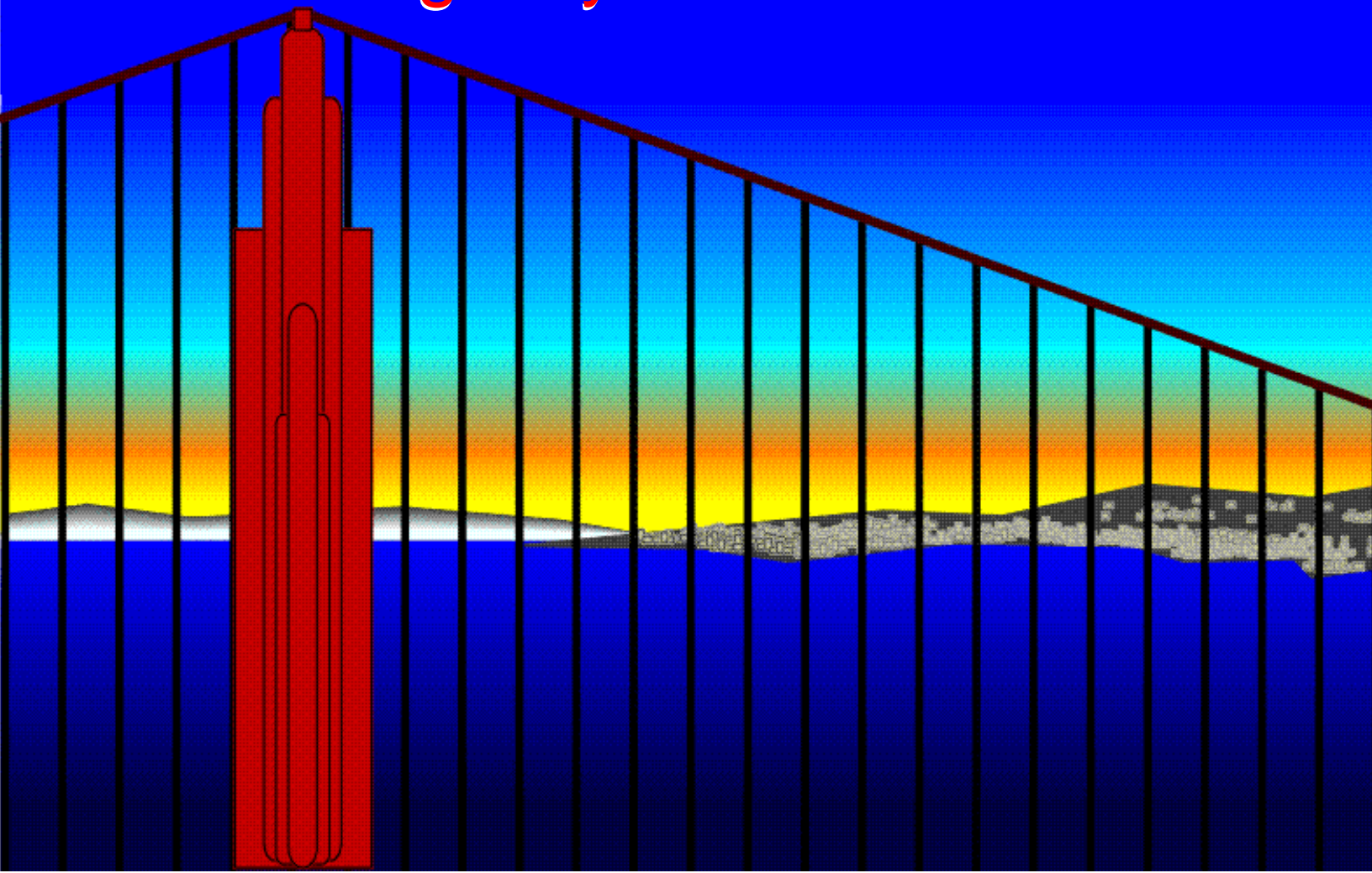


San Francisco Oil Spill Contingency Plan



SAN FRANCISCO OIL SPILL
PREVENTION AND RESPONSE PLAN
AUGUST 1993
(REVISED NOVEMBER 1998)

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SAN FRANCISCO OIL SPILL
PREVENTION AND RESPONSE PLAN

DISTRIBUTION LIST

<u>Copy No.</u>	<u>Department/Agency</u>	<u>Name</u>
1-4	State OSPR	William Leland
5-8	SF Fire Dept.	Battalion 2 Chief
9-11	SF Police Dept.	Sherman Ackerson
12-13	SF Emergency Med. Serv.	Jorge Palafox
14-15	SF Paramedics	Sebastian Wong
16-17	SF Rec. and Parks	Gary Davis
18-27	SF Port Commission	Tim Felton
28-33	Golden Gate Nat. Rec. Area	Harold Spencer
34	American Red Cross	John Ramsey
35	SF Dept. of Public Works	Marcia DeVaughn
36	SF Dept. of Public Works	Kristen Keller
37	SF Off. of Emer. Services	Kent Paxton
38	SF Planning Dept.	Paul Maltzer
39-42	SF Dept. of Public Health	Richard Lee

ANNEX A - INTRODUCTION

APPENDIX I: AUTHORITY

The City and County of San Francisco (the City) is at risk to oil spills from the large number of maritime vessels traveling through and past the Golden Gate. The City is also at risk from the vessels that moor in the middle of San Francisco Bay, east of the City. Maritime accidents could have a devastating impact on the beaches, marinas, piers, and other natural resources which San Francisco possesses. In addition, these resources are also at risk from oil spills from fixed facilities on the shore or further inland.

In order to minimize risk to the public health, water fowl and fauna, and air and water quality, San Francisco recognizes a comprehensive oil spill prevention and response plan should be developed and implemented. This oil spill plan provides methodology to speed notification to relevant response agencies. It specifies procedures to handle coordination of response agencies. It identifies locations of significant environmental sensitivity and economic significance. It identifies local resources which can be used to mitigate oil spills. It identifies preplanned staging areas and command centers to coordinate the response.

The California Department of Fish and Game, Office of Oil Spill Prevention and Response, recognizes the importance of local plans in the prevention and response to oil spills. Even though the Department of Fish and Game and U.S. Coast Guard will ultimately bear the responsibility of handling oil spills in coastal and bay waters, the actions taken by local agencies can significantly alter the outcome of the spill. Coordinated response by local agencies can minimize environmental damage.

Therefore, the Office of Oil Spill Prevention and Response has provided the City with a grant to draft an oil spill prevention and response plan. This grant was provided pursuant to the Lempert-Keene-Seastrand Oil Spill Prevention and Response Act, Chapter 1248, Statute of 1990.

Pursuant to the Health and Safety Code Section 25502, responsibility for administering and enforcing the Chapter on hazardous materials has been delegated to the San Francisco Department of Public Health by adoption of Article 21, an amendment to Part II, Chapter V (Health Code of the San Francisco Municipal Code). Part of the requirements on hazardous materials is the development of an Area Plan for handling hazardous materials incidents. The Department of Public Health has drafted and revised an Area Plan for hazardous materials incidents. This oil spill plan is considered an addendum to the Area Plan. Therefore, the Department of Public Health was provided with the grant funding and authorized to produce this plan.

The San Francisco Oil Spill Prevention and Response Plan will be utilized by numerous city departments to detail procedures to be taken in an event of an oil spill. Some of the departments which will be impacted include: Port of San

Francisco, the Fire Department, the Police Department, the Department of Public Works, Muni Railway, City Planning, Recreation and Park Department, and the Department of Public Health.

In addition, the Golden Gate National Recreation Area (GGNRA) through the National Park Service will play a major role in the response to oil spill along the coast of San Francisco. GGNRA has been included in the development and implementation of this plan.

APPENDIX II: DEFINITIONS AND ACRONYMS

APPENDIX II

DEFINITIONS

Area Contingency Plan - the plan for handling oil spills in the San Francisco/San Joaquin Delta Area developed by the Coast Guard, Calif. Dept. of Fish and Game, and numerous local governmental, environmental and interested agencies.

Area Plan for Hazardous Material Incidents - the plan for handling hazardous materials incidents in the City and County of San Francisco developed by the San Francisco Department of Public Health.

CERCLA - the Comprehensive Environmental Response, Compensation and Liability Act of 1980 as amended by the Superfund Amendments and Reauthorization Act of 1986

Chemical Agents - those elements, compounds, or mixtures that coagulate, disperse, dissolve, emulsify, foam, neutralize, precipitate, reduce, solubilize, oxidize, concentrate, congeal, entrap, fix, make the pollutant mass more rigid or viscous, or otherwise facilitate the mitigation of deleterious effects or the removal of the pollutant from the water.

Claim - a request, made in writing for a certain sum, for compensation for damages or removal costs resulting from an incident.

Coastal Zone - means all United States waters subject to the tide, United States waters of the Great Lakes, specified ports and harbors on inland rivers, waters of the contiguous zone, other waters of the high seas subject to the NCP, and the land surface or land substrata, ground waters, and ambient air proximal to those waters. The term coastal zone delineates an area of federal responsibility for response action. Precise boundaries are determined by EPA/Coast Guard agreements and identified in federal regional contingency plans

Contiguous Zone -The zone established by the United States under Article 24 of the Convention of the Territorial Sea and Contiguous Zone. It is the zone contiguous to the territorial sea which extends nine miles seaward from the territorial sea.

Discharge - any emission (other than natural seepage), intentional or unintentional, and includes, but is not limited to spilling, leaking, pumping, pouring, emitting, emptying, or dumping.

Dispersants - chemical agents that emulsify, disperse, or solubilize oil into the water column or promote the surface spreading of oil slicks to facilitate dispersal of the oil into the water column.

Environment - the navigable waters, waters of the contiguous zone, and the ocean waters which the natural resources are under the exclusive management of the U.S. under the Magnuson Fishery and Conservation and Management Act. Also includes surface water, ground water, drinking water supply, land surface and subsurface strata, or ambient air.

Hazardous Substance - any substance designated under the authority of the following sections:

- 1) Section 311(b)(2) of the CWA
- 2) Section 102 of CERCLA
- 3) Section 3001 of the Solid Waste Disposal Act
- 4) Section 307 (a) of the CWA
- 5) Section 112 of the Clean Air Act
- 6) Section 7 of the Toxic Substance Control Act

The term does not include petroleum, including crude oil or any fraction thereof which is not specifically listed or designated as a hazardous substance in the first sentence of this paragraph, and the term does not include natural gas liquids, liquefied natural gas, or synthetic natural gas usable for fuel (or mixtures of natural gas such as synthetic gas)

Lead Agency - the Federal agency (or State agency operating pursuant to a contract/agreement or state access) that has primary responsibility for coordinating response action. The Federal lead agency that provides the OSC as specified in section 202.1 and Annex II of the Region IX Mainland Regional Contingency Plan.

Local Response Coordinator - the City or GGNRA official responsible for committing mobilizing, and directing their agency's resources to assist in handling oil spill incidents.

Major Disaster - any event in any part of the U.S. which, as determined by the President, is or threatens to become of sufficient severity or magnitude to warrant disaster assistance by the federal government to supplement the efforts and resources of state and local governments and relief organizations in alleviating the damage, loss, hardship, or suffering caused by the event.

Natural Resources - includes land, fish, biota, wildlife, air, water, ground water, drinking water supplies, and other such resources belonging to, managed by, held in trust by, appertaining to, or otherwise controlled by the United States (including the resources of the exclusive economic zone), any state or local government or Indian tribe, or any foreign government.

Oil - oil of any kind or in any form. Including but, not limited to: petroleum, fuel

oil, sludge, oil refuse, and mixed with wastes (other than dredged spoils)

On-Scene Coordinator (OSC) - The Federal official (Environmental Protection Agency, U.S. Coast Guard, or Department of Defense) pre-designated to coordinate and direct pollution removal efforts.

Potential Discharge - Any accident or other circumstances which threatens to result in the discharge of oil or hazardous substance. It shall be classed by its severity based on the above guidelines.

Public Health or Welfare - All of the factors effecting the health and welfare of man. Including, but not limited to human health, the natural environment, fish, shellfish wildlife, public and private property, shorelines and beaches.

Release - As defined by section 101 (22) of CERCLA, any spilling, leaking, pumping, pouring, emitting, emptying, discharging, injection, escaping, leaching, dumping, or disposing into the environment but excludes any release solely within the workplace; also excludes additional conditions as specified in the National Contingency Plan 40 CFR 300.6.

Remove or Removal - Removal of oil or hazardous substance(s) from the water and/or shorelines or any other actions that may be necessary to minimize or mitigate damage to the public health or welfare.

Volunteer - any individual accepted to perform services by the lead agency which has the authority to accept volunteer services. A volunteer is subject to the provisions of the authorizing statute and the National Contingency Plan.

ACRONYMS

APR	Air Purifying Respirator
Bbls	Barrels (approximately 42 gallons)
BCDC	San Francisco Bay Conservation and Development Commission
CCC	California Coastal Commission
CCR	California Code of Regulations
CDF	California Department of Forestry
CFR	Code of Federal Regulations
City	City and County of San Francisco
CMED	Paramedic Dispatch
DOG	California Department of Conservation, Division of Oil and Gas
DOT	Department of Transportation
DPH	San Francisco Department of Public Health
DPR	California Department of Parks And Recreation
DPW	San Francisco Department of Public Works
DTSC	California Department of Toxics Substances Control
EOC	Emergency Operations Center
EPA	Environmental Protection Agency
FOSC	Federal On Scene Coordinator
GGNRA	Golden Gate National Recreation Area
HazMat Team	San Francisco Fire Dept. Hazardous Materials Team
HP	Horsepower
ICS	Incident Command System
IDLH	Immediately Dangerous to Life and Health
METS	Mayor's Emergency Telephone Service
MHz	Megahertz
MLLW	Mean Lower Low Water
NPS	National Park Service
OES	California State Office Of Emergency Services
OSCs	On-Scene Coordinators
OSHA	Occupational Safety and Health Administration
OSPR	Office Of Oil Spill Prevention And Response, Calif. Dept. of Fish and Game
PEL	Permissible Exposure Limit
PG&E	Pacific Gas & Electric Company
Port	Port of San Francisco or San Francisco Port Commission
PPE	Personal Protective Equipment
PPM	Parts Per Million
PRP	Potential Responsible Party
RWQCB	Regional Water Quality Control Board
SCBA	Self- Contained Breathing Apparatus
SFFD	San Francisco Fire Department
SFM	State Fire Marshal
SFOES	San Francisco Office of Emergency Services

START	Simple Triage and Rapid Treatment
TAT	Technical Assistance Team
USCG	United States Coast Guard
WBGT	Wet Bulb Globe Temperature

APPENDIX III: PURPOSE AND OBJECTIVES

The San Francisco Oil Spill Prevention and Response Plan will serve as the guidance document for the City and for GGNRA in handling oil spills that impact or may impact sites in San Francisco. The plan will be used to determine notifications for responding agencies and personnel. It will be used to determine communication pathways between the Incident Commander (U.S. Coast Guard or California Office of Fish and Game) and the City. It will be used to indicate the command center in the City. It will also be used to identify staging areas for ships and boats handling the spill. It will be used to identify environmentally sensitive and economically significant areas which need immediate protection. It will also be used to identify local resources which may be useful in mitigating a spill. It will also identify a command structure within the City.

Knowledge and familiarity by responding agencies with this plan will help reduce the potentially devastating impacts of a major oil spill on San Francisco, San Francisco Bay and adjoining coastal waters.

APPENDIX IV: GEOGRAPHIC BOUNDARIES

The San Francisco Oil Spill Prevention and Plan covers the entire geographical area of the City and County of San Francisco. This includes 1) the coastline currently managed by GGNRA 2) the Presidio, managed by GGNRA, and 3) the Bay Shoreline now managed by Port of San Francisco and the Recreation and Parks Department. There is approximately 25 miles of coastline covered by this plan.

Find enclosed the map of the geographic of the plan.

TAB A: AREA

TAB B: AREA SUBDIVISION

TAB C: AREA SUBDIVISION

NOT REQUIRED

APPENDIX V: RESPONSE SYSTEM AND POLICIES

TAB A: National Response System

TAB B: National Response Policy

TAB C: State Response System

TAB D: State Response Policy

TAB G: Responsible Party Response Policy

TAB H: Role Of The On-Scene Coordinator

I. FOR STANDARD RESPONSE STRUCTURE

II. SONS RESPONSE STRUCTURE

NOT REQUIRED

TAB E : LOCAL RESPONSE SYSTEM

Documents which describe the San Francisco response system, procedures and processes include:

1. State of California, Office of Emergency Services "Hazardous Material - Incident Contingency Plan"
2. City and County of San Francisco, Office of Emergency Services, Emergency Operations Plan.
3. City and County of San Francisco, Dept. of Public Health, Area Plan for Hazardous Materials Incidents.
4. City and County of San Francisco, Dept. of Public Health, Oil Spill Prevention and Response Plan.
5. GGNRA Spill Contingency Plan

The San Francisco organization for response to oil spills is described in Annex B, Appendix II, Response Organization.

TAB F : LOCAL RESPONSE POLICY

The purpose of the Oil Spill Prevention and Response Plan is to protect the City and County of San Francisco, including areas under the jurisdiction of the Golden Gate National Recreation Area (GGNRA), and its shoreline from oil spills by facilitating and guiding the County's response to oil spills in the marine environment. This response will operate in a coordinated effort utilizing the "Unified Command System" management structure to respond to an oil spill. This local agency response will be in close concert with federal, state and civilian agencies to respond to an oil spill adjacent to or on the property of the City.

The objectives of the oil spill plan is to provide a comprehensive, functional document that covers all aspects of oil spill planning and preparedness so as to provide the best achievable protection of the City, bayshore and coastal regions. Once a spill occurs, the City's objectives switch to support of controlling the source of the discharge, containing the spill, cleanup, disposal of the oil and contaminated materials and finally documentation and cost recovery.

The City's priorities for protection are as follows:

1. Human health and welfare,
2. Endangered fish, wildlife, and their habitats,
3. Threatened fish, wildlife, and their habitats,
4. Sensitive environmental areas, such as spawning habitats,
5. Other fish, wildlife and their habitat, including migratory corridors,
6. Public recreational areas and areas of commercial interest,
7. Private recreation areas, individual boats, etc.

The San Francisco Oil Spill Prevention and Response Plan addresses the following issues:

1. Identification of problems unique to the San Francisco region which includes the San Francisco Bay and the Pacific Ocean coastal areas.
2. Identification of preparedness requirements to protect the health and safety of the City and GGNRA and its coastal environments.
3. Provides a structure and set of procedures that coordinates the efforts

of our local agencies, private industry, civic groups, and State and Federal agencies.

4. Condense, organize and simplify information so that the responder has access to all elements and not have to refer to other documents.

The San Francisco response organization will coordinate all local efforts with the State's Incident Command System. The State Administrator has the lead authority and responsibility for overseeing oil spill response and clean up activities in marine waters, identification of natural resources, protection priorities and damage assessment after an oil spill.

In the event of an oil spill in marine waters, the Department of Fish and Game shall conduct an initial on-scene assessment of the spill and review the measures being taken by the responsible party and determine the appropriate level of response. In some cases, the City may be asked to assist in this assessment.

The State Incident Commander, in consultation with the Local Response Coordinator, and if applicable, through joint conference with the Federal On-Scene Coordinator, shall determine the nature of the local government support needed, and how local government resources identified in this plan may be employed most effectively.

If local government assistance is needed, the State Incident Commander, or the designated State Liaison Officer shall coordinate with the Local Response Coordinator to obtain assistance.

Before local resources are released, the Local Response Coordinator for the City shall receive approval to commit resources from the Mayor or his representative, the Director of the San Francisco Office of Emergency Services. This approval is for incidents which may or may not impact areas under the jurisdiction of San Francisco or GGNRA.

ANNEX B - ORGANIZATION

APPENDIX I: PLANNING ORGANIZATION

TAB A: National Response Team

TAB B: Regional Response Team

TAB C: Area Committees

TAB D: LOCAL COMMITTEE

The authors of the original 1993 Local Oil Spill plan were:

Richard Lee, MPH, CIH, CSP, Senior Industrial Hygienist, with the Department of Public Health, Bureau of Toxics, Health, & Safety Services (now Bureau of Environmental Health Management), was the main author of this document.

Barbara Cooper, CIH, MSPH, Senior Industrial Hygienist, with the Port of San Francisco, provided information on port resources, staging areas, locations of economic significance, and port contacts.

Roberta Jones, Regulatory Specialist (now Environmental Health and Safety Manager), provided additional information for the Port.

Jim Milestone, Ocean District Ranger, with the Golden Gate National Recreation Area, National Park Service provided information on GGNRA resources and contacts, staging areas and locations of economic significance.

Others contacted on this plan include:

Battalion Chief Frank Cercos, San Francisco Fire Department

Captain Jerry Grey, San Francisco Fire Department

Captain Frank Trainor: San Francisco Fire Department

Carl Hedleston: San Francisco Office of Emergency Services

Frank Schoeber: San Francisco Office of Emergency Services

Gary Davis, Marina Manager, Marina Yacht Harbor

Vic Vista, Chief Stationary Engineer, San Francisco Dept. of Public Works

Rex Bell, Pacific Gas & Electric

Mike Pardee, Calif. Department of Toxic Substances Control, Emergency Response Unit

John Lien, Supervisor, Joint Calif. Coastal Commission/San Francisco Bay Conservation and Development Commission

Don Whitaker, Superintendent of Operations, San Francisco International Airport

Suzanne Hart, Dept. of Public Works, Emergency Management Coordinator

John Busher, Dept. of Public Works, Asst. Superintendent, Bureau of Street Cleaning and Environmental Services

Larry Guardi, Dept. of Electricity, Communications

Jeff Berliner, Associate Industrial Hygienist, OSPR

The 1995 revisions to this plan were drafted by Richard Lee, Roberta Jones, Environmental Manager of the Port, Mike Lalone of GGNRA Public Safety, and Gary Davis.

The 1997 revisions to this plan were drafted by Richard Lee, Tim Felton, Assistant Industrial Hygienist for the Port, and Brian Johnson, Emergency Services Coordinator for GGNRA.

The 1998 revisions to this plan were drafted by Richard Lee, Tim Felton, Assistant Industrial Hygienist for the Port, and Harold Spencer, Emergency Services Coordinator for GGNRA.

APPENDIX II: RESPONSE ORGANIZATION

TAB A: SAN FRANCISCO RESPONSE ORGANIZATIONS

1. Local Response Coordinator

The role of the Local Response Coordinator will be assigned to the Fire Department Chief Officer of Battalion 2. This position is chosen because it is familiar with directing hazardous materials incidents, will maintain this plan, and is available 24 hours a day. The Battalion Chief is located at Engine 36, 109 Oak St. The Local Response Coordinator will have overall responsibility and authority to direct and coordinate the City's response during an oil spill. Before committing resources approval must be received by the Mayor or the Director of the San Francisco Office of Emergency Services. Some of the responsibilities include:

- Crowd and Traffic Control
- Emergency Evacuation
- Beach and Facility Closures (non-GGNRA)
- Fire Suppression
- Mobilization of Local Equipment and Personnel
- Fire and Port Boats

The Local Response Coordinator will report to the State Liaison Officer if the Incident Command System is activated.

2. San Francisco Fire Department

The Fire Department has responsibility for fire suppression and assistance in rescue on marine vessels within the county boundaries within the Bay. They may assist in isolating areas of the spill. In addition, the San Francisco Fire Department has mutual aid agreements with other counties for response to marine vessel fires. The San Francisco Fire Department Fireboats are capable of responding to marine vessel fires within the Golden Gate. The Fireboat Guardian may also be able to respond to a marine vessel fire a little past the Golden Gate.

On land, the Fire Department is responsible for fire suppression, rescue and immediate medical care within the San Francisco boundaries. They may set up a command post.

As first responders they will be responsible for initial identification and notification to Fire Communications of oil spills.

3. San Francisco Fire Department Hazardous Materials Team

The San Francisco Fire Department Hazardous Materials Team (HazMat Team) is responsible for providing an initial hazard assessment of the spill. They may help determine response objectives, establish resource requirements, perform site management, help control release of the oil, perform decontamination and perform START Triage, if needed. The Local Response Coordinator, the Battalion Chief of Battalion 2, is a member of the HazMat Team.

4. San Francisco Department of Public Health Technical Specialist

The Department of Public Health Technical Specialist is responsible for reporting to the Local Response Coordinator, Battalion 2 Chief. The Technical Specialist will be responsible for determining properties of the oil spill by contacting Poison Control Center, Chem-Trec or responsible party. They will provide facility maps, if needed and are available. They provide guidance on personal protective equipment used by local response personnel. They will monitor air toxic contaminant levels, if equipment is available. They will perform necessary notifications. They will assist in determining mitigation strategy. They will help arrange for hazardous waste disposal, if needed. They will provide for clearance for re-occupancy. They will document the oil spill through reports.

5. San Francisco Paramedic Division

The San Francisco Paramedic Division will report incidents to the Fire Department Communications if they are first responders. They will isolate areas around the oil spill and set barricades, if possible. They will report to the Local Response Coordinator. They will treat uncontaminated or decontaminated victims and/or fire and police personnel as needed. They will communicate with hospital medical personnel to provide guidance on the potential for patient drop-in, decontamination and treatment. They will notify EMS Agency of major incidents. They will coordinate with private ambulance services if Division resources are inadequate. The Paramedic Division will join the Fire Department in July 1997.

6. San Francisco Police Department

The San Francisco Police Department will report oil spills to the Fire Department Communications if they are first responders. They will isolate the area around the oil spill and set barricades, if possible. They will report to the Local Response Coordinator. They

will perform evacuation of the public, if needed. They will maintain security for contaminant zones in San Francisco. They may also provide security in GGNRA areas when requested by the National Park Police. They may collect evidence and information on possible violations of laws and regulations.

7. San Francisco Department of Public Works

The San Francisco Department of Public Works will report oil spills to the Fire Department Communications if they are first responders. They will report to the Local Response Coordinator. They will provide backhoes, flatbed or dump trucks, and other equipment needed to mitigate oil spills. They can provide available absorbents. They may be able to transport hazardous waste to temporary storage sites, under the direction of the Department of Public Health. They have mobile command posts available for use.

8. San Francisco Municipal Railway (Dept. of Transportation)

The San Francisco Municipal Railway will be responsible for providing transportation for evacuation and supplies, when needed. Staff will report to the Local Response Coordinator.

9. San Francisco Port Commission

The San Francisco Port Commission will be responsible for reporting oil spills to Fire Department Communications if they are the first responders. Using Port boats, Port staff can assist in making a hazard assessment. They may help determine response objectives and establish resource requirements. They may help in controlling release of the oil. They may place booms around the spill or utilize booms to protect environmentally sensitive or economically significant areas. Port staff will be responsible for providing staging areas and launch sites when needed. They may also be used to provide security for port facilities. They may provide shelters for workers. Port staff will report to the Local Response Coordinator. They will also be responsible for notification of their tenants of oil spills which may impact them.

10. San Francisco Recreation and Parks Department

The Recreation and Parks Department will be responsible for reporting oil spills to the Fire Department as First Responders. They may be asked to provide resources in making a hazard assessment of the spill. They may be able to provide some resources to help mitigate the spill.

11. San Francisco Office of Emergency Services

The San Francisco Office of Emergency Services (SFOES) will be responsible for coordinating local response agencies. Staff may provide assistance in making notifications and service requests to local, state, and federal agencies. SFOES facilities may be utilized for a local command post. The Local Response Coordinator will determine if the Emergency Operations Center will be activated. A representative from this office may initiate a Crisis Action Team to determine the appropriate City response to a spill.

12. Poison Control Center / Toxic Info Center

The Poison Control Center is responsible for providing chemical and health hazard information to public safety officials and the public. They can also provide information on treatment of injured victims and personnel to medical providers.

13. San Francisco District Attorney's Office

The District Attorney's Office is responsible for providing guidance to the Department of Public Health and the Police Department in collecting evidence for prosecution. They may prosecute hazardous waste and hazardous materials violation cases.

14. San Francisco Emergency Medical Services Agency

The Emergency Medical Services Agency is responsible for coordinating emergency medical services for injured victims or others who may need these services due to the oil spill or related events. They determine what emergency services are available at San Francisco hospitals and provide direction to which hospitals should be utilized.

TAB B: GOLDEN GATE NATIONAL RECREATION AREA RESPONSE ORGANIZATION

1. Local Response Coordinator

Harold Spencer, GGNRA Emergency Services Coordinator, will serve as the local response coordinator. Mr. Spencer has overall responsibility to direct and coordinate GGNRA's oil spill response. Mr. Spencer will report to the San Francisco Local Response Coordinator or the State Liaison Officer if the Incident Command System is activated. Ranger Angelina Gregorio is the alternate for Mr. Spencer.

2. U.S Park Police.

The Park Dispatch Center is responsible for notifying the GGNRA Local Response Coordinator, Park Superintendent, Department of Interior Hazardous Waste Official, the U.S. Coast Guard and/or the San Francisco Emergency Dispatch Center of oil spills. The U.S. Park Police is responsible for isolating areas around the spill or setting barricades if needed. They will perform evacuations if needed. They may provide for security of contaminated areas. The USPP and the SFPD may provide mutual aid in areas on and around the affected areas. The USPP may collect evidence and conduct investigations as the situation warrants.

3. Golden Gate National Recreation Area Staff (other)

Other GGNRA staff can provide assistance in conducting hazard assessments. They may conduct assessments from park lands or in park zodiac boats. They may perform rescues with their zodiac boats. Upon request, they may be able to provide an Emergency Operations Center, communications equipment, staging areas, beach access, temporary shelter, temporary hazardous waste sites, berthing sites for marine vessels, and boat launches.

The GGNRA Presidio Fire Department (PFD) provides 24 hour fire, rescue, EMS and hazardous materials response within their jurisdiction. The SFPD and PFD may provide mutual aid in areas on and around the affected areas.

4. National Oceanic and Atmospheric Agency

This agency may be helpful in acquiring information on tidal action and direction of spill movement.

5. National Maritime Historic Park

This agency has jurisdiction of a small area encompassing Muni Pier and the Hyde Street Pier.

TAB C: OTHER LOCAL RESPONSE AGENCIES

1. American Red Cross (Bay Area)

The American Red Cross will be responsible for setting up mass care shelters, if needed, for evacuees and emergency workers. They may contact the Port Commission to inquire on available spaces. They will provide canteen service for emergency workers, volunteers, and evacuees.

2. Local Emergency Planning Committee (Regional OES)

The Local Emergency Planning Committee, part of the Regional Office of Emergency Service located at Oakland, is responsible for coordinating mutual aid and resources from the Bay Area (Coastal Region). It can also make requests to the State Office of Emergency Services.

3. San Francisco Bay Conservation and Development Commission (BCDC)/California Coastal Commission (CCC)

These agencies are responsible for providing permits to alter coastal or bay locations for handling the oil spill.

TAB D: STATE RESPONSE AGENCIES

1. Department of Fish & Game (Off. of Oil Spill Prevention & Response)

The Department of Fish and Game will be the lead state agency for responding to oil spills. The Office of Oil Spill Prevention may take the role of incident commander for spills in marine waters. They will be responsible for contacting companies or agencies who are capable of mitigating the oil spill. The Department of Fish and Game may take the role of incident commander for spills that occur on land and is off-highway.

2. California Highway Patrol

The California Highway Patrol will be responsible for oil spills that occur on highways. The CHP will take the role of the incident commander on highway oil spills. They can provide traffic control and closure of highways, when needed. They enforce Code of Federal Regulations 49 and hazardous waste transportation regulations.

3. CAL-TRANS

CAL-TRANS is responsible for identification, containment, cleanup, salvage and disposal of materials on highways. CAL-TRANS contacts the SFFD when immediate assistance, not available from existing contractors, is needed.

4. CAL-OSHA

CAL-OSHA is responsible for enforcing safety and health regulations. They may provide guidance for requirements for personal protection and training.

5. Office of Emergency Services

The State Office of Emergency Services is responsible for receiving reports of oil spills. They will be responsible for making notifications to applicable state agencies. They may help arrange for mutual aid. They may provide funding for mitigation of spills, when contacted before the mitigation is started.

6. Department of Toxic Substance Control

The Department of Toxic Substance Control is responsible for receiving reports of oil spills from hazardous waste tank system releases and secondary containment releases. They provide permits for temporary hazardous waste sites.

7. Regional Water Quality Control Board

The Regional Water Quality Control Board receives reports of actual and/or potential contamination of water resources.

8. California Division of Oil and Gas

The California of Division of Oil and Gas is responsible for receiving reports of spills at fixed facilities.

9. State Fire Marshal

The State Fire Marshal is responsible for receiving reports on oil spills from pipelines.

TAB E: FEDERAL RESPONSE AGENCIES

1. U.S. Coast Guard

The U.S. Coast Guard is responsible, in many cases, of being the overall incident commander of oil spills that impact marine or bay waters, or other hazardous materials spills that may impact on marine or bay waters. They may activate their command center at Coast Guard Island, Alameda. They receive reports of all oil spills. They provide agency resources to mitigate spill or contact contractors to mitigate spills. They have a Strike Team available to respond to spills. They provide guidance on adequacy of cleanup. They also enforce federal hazardous materials regulations.

2. U.S. Environmental Protection Agency

The U.S. Environmental Protection Agency is responsible for receiving calls on oil spills. For oil spills which occur on land, they may take responsibility of being overall incident commander, if they determine the incident should be federalized. The agency provides On-Scene- Coordinators (OSCs) and Technical Assistance Team (TAT) response personnel. They can provide funding for mitigation and cleanup of hazardous materials incidents.

3. National Response Center

The National Response Center is responsible for receiving reports on spills that exceed Code of Federal Regulations (CFR) 49 reporting requirements. They contact local federal agencies to provide assistance.

4. Chem-Trec

Chem-Trec is responsible for providing information on chemicals, hazardous materials, and specific products.

APPENDIX III: INCIDENT RESPONSE PROVISIONS

TAB A: AGENCY NOTIFICATION

1. San Francisco Response Organization Notification

Initial reports of oil spills that may impact San Francisco from private citizens or First Responders (trained public safety officers) will be sent to 911 (Emergency). Calls will be routed to Fire Department Communications. Alternatively, Fire Department Communications can be contacted by calling (415) 861-8020.

Fire Department will call Battalion 2 (Station 36, Hazardous Materials Unit) to report the oil spill. The Battalion Chief of Battalion 2 will be the Local Response Coordinator for San Francisco. The Local Response Coordinator is available as the 24-hour contact point for oil spills. The Local Response coordinator will serve as the local government representative for the State Incident Commander. As of November 1998, the following members of the San Francisco Fire Department are assigned as the Battalion Chief for Battalion 2 and would serve as the Local Response Coordinator:

- a. Battalion Chief Frank Cardinale
- b. Battalion Chief Larry Giovachinni
- c. Battalion Chief Jim Barden
- d. Battalion Chief Ted Corporandy (swing)

Address: San Francisco Fire Department
698 2nd St.
San Francisco, CA 94107

Based on the nature of the spill the Local Response Coordinator will notify and authorize the services of the following San Francisco Response Agencies:

a. San Francisco Fire Department (Fire Department Radio or phone: 861-8020).

Address: As above

b. San Francisco Fire Department Hazardous Materials Team

(Fire Department Radio or phone 861-8020 or 558-3236. The Hazardous Materials Team is located at Station 36, 109 Oak). As of November 1998, the following officers are assigned to Engine 36:

- i. Captain Jerry Grey
- ii. Lieutenant Alex King
- iii. Lieutenant Tony Soule
- iv. Lieutenant Jeannie Seyler (swing)

Address: As above

c. San Francisco Department of Public Health Technical Specialist.

The Technical Specialists are automatically called whenever the Fire Department Hazardous Materials Team is notified. They can be reached by calling Fire Department Communications. Alternatively, they can be reached by calling 415-252-3855. As of November 1998 the following personnel are assigned to be technical specialists:

- i. Richard Lee, Sr. Industrial Hygienist
- ii. Les Lum, Sr. Environmental Health Inspector
- iii. Steve Low, Sr. Environmental Health Inspector
- iv. Henry Louie, Sr. Environmental Health Inspector

Address: Bureau of Environmental Health Management
1390 Market St., Suite 210
San Francisco, CA 94102

d. San Francisco Paramedic Division

The Paramedic Division can be reached through 911 (Emergency). There is no specific staff contact for oil spills.

Address: San Francisco Fire Dept.
698 2nd St.
San Francisco, CA 94107

e. San Francisco Police Department

The Police Department can be reached through 911 (Emergency). There is no specific staff contact for oil spills.

Address: Hall of Justice
850 Bryant St.
San Francisco, CA

f. San Francisco Department of Public Works

The Department of Public Works can be reached by calling (415) 695-2020 (24 hrs.). There is no specific staff contact for oil spills.

Address: City Hall
San Francisco, CA 94104

g. San Francisco Municipal Railway

The Municipal Railway can be reached by calling (415) 759-4321. There is no specific contact for oil spills.

Address: 949 The Presidio
San Francisco, CA

h. San Francisco Port Commission

The San Francisco Port Commission has assigned the following staff to serve as the point of contact for the port:

- A. Doug Wong, Director of Facilities and Operations
- B. Roberta Jones, Manager of Environment Health and Safety
- C. Gary Olson, Asst. Superintendent of Maintenance
- D. Charlie Mitchell, Chief Wharfinger, Cargo Services

These points of contact will be authorized to provide Port staff, services and equipment to assist in mitigating oil spills. Roberta Jones should be called at (415) 274-0562 during normal working hours. The Port representative can be reached by calling the Marine Exchange (phone: (415) 274-0400 after hours.

Address: San Francisco Port Commission
Ferry Building, Room 3100
San Francisco, CA 94111

i. San Francisco Recreation and Parks Department, Marina Yacht Harbor. The manager of the yacht harbor, Gary Davis, or his assistant can be reached 24 hrs a day at (415) 292-2013.

Address: Marina Yacht Harbor
3950 Scott St.
San Francisco, CA 94123

j. San Francisco Office of Emergency Services

The Director of the Office of Emergency Services can be reached by calling the San Francisco Fire Department. The Director will be paged by the Fire Department. The phone number during normal working hours is (415) 558-2700.

Address: 1003A Turk
San Francisco, CA

k. Poison Control Center/Toxic-Info Center

The Poison Control Center can be reached by calling 800-876-4766 or (415) 821-5338. The Center is manned 24 hrs.

Address: Poison Control Center
 San Francisco General Hospital
 1001 Potrero Ave.
 San Francisco, CA 94110

I. San Francisco District Attorney's Office

The District Attorney's Office can be reached by calling (415) 552-6400. The main contact at the office will be Greg Barge, Assistant District Attorney. The District Attorney Investigator handling hazardous waste investigations is Sgt. Mike Mahoney. He can be reached at 553-1094.

Address: 732 Brannan
 San Francisco, CA

m. San Francisco Emergency Medical Services Agency

The Emergency Medical Services Agency can be reached by calling (415) 554-9960. The main contact at the office will be Jorge Palafox.

Address: 1540 Market St.
 San Francisco, CA 94102

2. Golden Gate National Recreation Area Response Organization Notification

Initial notification of oil spills from staff, First Responders, San Francisco Fire Department, or other agencies which may impact GGNRA will be made to the Park Communications Center (415)561-5505, Captain Mike Foster.

Park Communications Center will then notify the Local Response Coordinator for GGNRA, Emergency Response Coordinator, Harold Spencer, office (415) 561-5184 or home (415) 386-2716. Ranger Angelina Gregorio, is the alternate for Mr. Spencer. She can be reached through the Park Communications Center (415) 561-5505.

Other staff who may be contacted in case of an oil spill include:

a. Chief Ranger, office phone: (415) 561-4345, during off hours contact through Park Communications Center at (415)561-5505.

b. Facility Manager, San Francisco Operations, all hours contact through Park Communications Center at 556-5801

c. Dick Danielson, North District Ranger, off hours contact through Park Communications Center at 561-5505

d. Rick Weidermann, Fort Point and Presidio District Ranger, office phone (415) 556-2857, during off hours contact through Park Communications Center at 556-5801.

The address for all staff of the GGNRA is:
National Park Service
Golden Gate National Recreation Area
Fort Mason, Bldg. 201
San Francisco, CA 94123

GGNRA has general emergency guidelines following an Incident Command System that is used for all emergencies including oil spills. U.S. Department of Interior requires the National Park Service to follow the steps described below:

1. When an oil spill is discovered on parklands, the Park Superintendent's Office is contacted immediately. The Superintendent's phone number is (415) 556-2920.

2. The U.S. Coast Guard's National Emergency Oil Spill Office is contacted immediately at (800) 424-8802. A brief description of the oil spill event size, volume and incident is described and an incident number is assigned to the event. The Coast Guard's contact number is (415) 331-2418.

3. U.S. Department of Interior Hazardous Waste Official is notified. The official oversees all oil spills involving National Park Service oil spill events. Contact Regional Environmental Officer, Patricia Port at (415) 744-4090.

4. The Department of Interior Hazardous Waste Coordinator will work with the U.S. Coast Guard and contact necessary contractors to facilitate immediate containment.

GGNRA may also notify the following agencies:

A. National Oceanic and Atmospheric Agency (local office), contact Ed Ueber at (415) 556-3509

B. National Maritime Historic Park, contact Superintendent Bill Thomas at (415) 556-1659

3. Other Local Response Agencies Notification

a. American Red Cross (Golden Gate Chapter)

The American Red Cross can be notified by calling (415) 427-8000 (24 hrs.). The main point of contact is John Ramsey. The address is:
85 2nd St.
San Francisco, CA

b. Local Emergency Planning Committee (Coast Region)

The Local Emergency Planning Committee can be notified by calling (510) 286-6745. The main point of contact is Len Miller, Hazardous Materials Specialist. Their address is:
Office of Emergency Services
1300 Clay St, Suite 400
Oakland, CA 94612

4. State Response Agencies Notification

a. Office of Emergency Services (OES) (800) 852-7550.

The following agencies do not have to be notified by the local government since they will be notified by the OES, via the Warning Center:

b. California Coastal Commission /Bay Area Conservation and Development Commission (CCC/BCDC) (415) 904-5200 or (415) 904-5240

- c. Department of Fish and Game /Office of Oil Spill Prevention and Response** (916) 445-0045 (24hrs.)
- d. Regional Water Quality Control Board, Region 2** (510) 286-1255
- e. California Department of Forestry (CDF)** (916) 653-5373 or (916) 653-8362
- f. State Fire Marshal (SFM)** (916) 262-2010 or (800) 852 -7550
- g. Department of Conservation, Division of Oil and Gas (DOG)** (916) 324-2555
- h. CAL-EPA, Department of Toxic Substances Control** (510)540-2048
- i. Department of Parks and Recreation (DPR)** (650) 726-8800
- j. Department of Conservation (CCC)** (916) 262-1842
- k. CAL-OSHA, San Francisco Office** (415) 557-1677
- l. California Highway Patrol, 911 (Emergency) or for Hazardous Waste Investigation.** (916) 657-7261
- m. State Lands Commission** (707) 649-4732 or (800) 852-7550

5. Federal Response Agencies Notifications

- a. National Response Center** (800) 424-8802
- b. U.S. Coast Guard, Marine Safety Office, San Francisco** (415) 437-3073
- c. Environmental Protection Agency, Region IX, spill phone** (415) 774-2000
- d. Chem-Trec,** (800) 424-9300

Other Federal agencies that may be contacted:

- e. Department of Interior, Minerals Management Service, (213) 894-2050**
- f. U.S. Fish and Wildlife Service (916) 978-5603**
- g. U.S. Army Corps of Engineers (916) 551-2526 or (415) 744-3404**
- h. National Oceanographic and Atmospheric Administration (206) 526-6317**
- i. National Weather Service (415) 936-1212 or (415) 364-7974**

TAB B: EMERGENCY NOTIFICATION INFORMATION

As soon as an oil discharge is known, the Local Response Coordinator is to make the necessary notification to the relevant agencies and organizations on the notification list depending on the nature and location of the spill. The Local Response Coordinator should provide enough information for the contact persons to be prepared for response operations specific to the spill and to respond in a timely manner. This information should be reported, if known, to the appropriate agencies/response personnel on the contact list and would include, but not limited to, the following:

1. Caller's name, position, and phone number to call back for more information; location of the spill
2. Location of the spill
3. Date and time of the spill
4. Type of material
5. Estimated size of the spill
6. Status of the spill and response actions that have been taken (abatement /control measures)
7. Source and cause of the spill
8. Potential public health and safety issues and environmental damages
9. Weather and sea-state conditions
10. Immediate needs and proper precautions to take at the spill site
11. Name of the Potential Responsible Party (PRP) and phone number, if known
12. Other agencies or response personnel that have already been notified of the spill

TAB C: RESPONSIBILITY FOR NOTIFICATION

1. San Francisco Agency

As stated in section A, 1; the Local Response Coordinator for the City will be the on-duty Fire Department Battalion 2. The current personnel serving in this position is listed in section A, 1. If the City is the first local agency notified of the spill, the City Local Response Coordinator will be responsible for making the necessary notifications to local, state, and federal agencies. The DPH Technical Consultant can assist him in making these notifications. He will also contact the GGNRA Local Response Coordinator or U.S. Park Police for GGNRA, if the spill may affect GGNRA locations or GGNRA resources are needed.

2. Golden Gate National Recreation Area

As stated in section A,2, the Local Response Coordinator for GGNRA is Harold Spencer, Emergency Services Coordinator. The alternate for Mr. Spencer is Ranger Angela Gregorio. If GGNRA is the first local agency notified of the spill, the GGNRA Local Response Coordinator will be responsible for making the necessary notifications to local, state and federal agencies. The GGNRA Local Response Coordinator will also notify the San Francisco Fire Department (Local Response Coordinator) if the oil spill may impact the City or if City resources are needed.

TAB D: COORDINATION OF INCIDENT RESPONSE

1. Lead Authority

As specified by the California Code of Regulations (CCR) section 8552.62 (a) (2) (A):

The Administrator (Department of Fish and Game), in consultation with other state agencies and the local government's representatives on the Unified Incident Command team, has the lead state authority and responsibility for overseeing oil spill response and clean up activities in marine waters, identification of natural resources, protection priorities and damage assessment after an oil spill.

In the event of an oil spill in marine waters, the Department of Fish and Game shall conduct an initial on-scene assessment of the spill and review the measures being taken by the responsible party and determine the appropriate level of response.

The State Incident Commander, in consultation with the local government response coordinator designated as the representative on the Unified Incident Command Team, and if applicable, through joint conference with the Federal On-Scene Coordinator, shall determine the nature of the local government support needed, and how local government resources identified in the local spill contingency plan element may be employed most effectively. If appropriate, a Unified Command shall be established. If local government assistance is needed, the State Incident Commander, through the Unified Command, or the designated State Liaison Officer shall coordinate with the local response coordinator identified in the local oil spill contingency plan element in order to obtain such local assistance.

The Oil Pollution Act of 1990 designated the U.S. Coast Guard as the Federal On-Scene Coordinator (FOSC) for marine spills. The FOSC is designated as having the ultimate responsibility related to directing oil spill response objectives and strategies. The State of California, represented by the OSPR has entered into a Memorandum of Understanding with the U.S. Coast Guard to form a Unified Command for oil spill response. The Unified Command, incorporating local government, will direct the tactical and strategic response to an oil spill with a unified position to insure clear direction to the responsible party and fulfillment of State, Local and Federal responsibilities.

2. Incident Command System

In case of a major oil spill, as like other hazardous materials spills, the Incident Command System (ICS) will be utilized as a structure for managing the incident.

This is required by Code of Federal Regulations 1910.120 and California Code of Regulations, Title 8, Section 5192.

Description of the ICS components, and the components for an oil spill have been included in the enclosed document: "Response Organization".

3. San Francisco Point(s) of Contact

The Local Response Coordinator for San Francisco agencies will report to the State Liaison Officer or, if none exists, to the Unified Command.

The Incident Commander of the oil spill may establish a multi-agency coordination group (MAC group) shall consist of the individuals with authority to commit or request resources for their respective city departments, agencies or jurisdictions. The State Liaison Office may request agency representative(s) from San Francisco to become a part of the MAC group. The Local Response Coordinator will appoint the San Francisco representative for the MAC Group.

The MAC group shall:

- 1) Carry out its functions by meeting or establishing telecommunication among MAC Group members.
- 2) Share incident status information and resource availability.
- 3) Provide consensus decisions regarding prioritization of multiple incidents.
- 4) Make consensus decisions on resources allocation based on incident prioritization.
- 5) Communicate its decisions back to disciplines, agencies, and jurisdictions through existing lines of communication.

The responsibilities of Agency Representatives are listed in Appendix K, MOU between OSPR and the City.

4. GGNRA Point of Contact

The Local Response Coordinator for GGNRA will report to the Local Response Coordinator for the San Francisco Command or to the State Liaison Officer.

5. San Francisco Incident Command System

For oil spills that may impact San Francisco areas, San Francisco response agencies will set up an incident command system. The Local Response Coordinator will serve as the Incident Commander for San Francisco response agencies. It will be up to the Local Response Coordinator to determine if other incident command sections (Operations, Planning, Logistics, and Finance) should be set up. For major incidents the command post for City operations may be set up at the City Emergency Operations Center located at 1003A Turk St. (adjacent to Central Fire Alarm Station). For major spills higher ranking Fire Department chief officers or the Mayor may take over the role of Local Response Coordinator.

Possible structure for San Francisco Agencies for incident command is designated in the figure "SF Agency ICS Structure".

TAB E: LOCAL ICS INITIATION PROVISIONS

The following provisions are when the local ICS should be notified and integrated into the State ICS:

Amount of Spill: 250 gallons

Location: Locations that may impact the areas designated as the boundaries covered by this plan.

Affected Potential Local Resources: Any of the environmentally sensitive or economically significant areas identified in Annex, Appendix V, Sensitive Areas.

SAN FRANCISCO CRISIS ACTION TEAM

When significant spills are reported, the San Francisco Office of Emergency Services may initiate a Crisis Action Team (independent from the Unified Command). The Team will be composed of the Local Response Coordinator, a Disaster Coordinator from the Office of Emergency Services, the Port Environmental Health and Safety Manager, the Public Health Technical Specialist, and any other appropriate city staff member. The Crisis Action Team will determine the extent of the spill and potential impacted areas. The Crisis Action Team will help determine the appropriate City response. The Team may also be initiated if a potential spill occurs (i.e. a sinking tanker which is about to spill its load).

TAB F: EMERGENCY PERSONNEL PRE-PLANNING AND COORDINATION PROVISIONS

In regards to coordination of local emergency response personnel, many of the local response agencies identified in the Appendix II of this annex have a great deal of experience working together while responding to other emergency situations. The Police Department, Fire Department, and Paramedic Division commonly work together in handling fires, automobile accidents, and medical emergencies. The Fire Department Hazmat Team and Department of Public Health Technical Specialists have experience in responding to hazardous materials incidents. The Department of Public Works has experience through the Loma Prieta Earthquake in handling emergency situations. The American Red Cross has worked with the Fire Department on numerous occasions on providing shelters for fire and hazardous materials incident victims. The District Attorney's Office works closely with the Police Department and has been involved with other hazardous materials incidents.

The Office of Emergency Services (SFOES) has coordinated tabletop, functional, and field exercises involving almost all the local response agencies listed in appendix II. Through these exercises the Citywide ICS System has been tested. SFOES will continue to facilitate exercises and develop disaster planning for the City.

A memorandum of understanding has been developed between the City and the State to address local response roles in oil spills.

ANNEX C- OPERATIONAL ADMINISTRATION

APPENDIX I: SPILL FUNDING PROCEDURES

TABS A-E

NOT REQUIRED

APPENDIX II: REQUIRED LETTERS AND REPORTS

TAB A-E

NOT REQUIRED

ANNEX D - PLAN REVIEW

APPENDIX I: REVISION/UPDATE REQUIREMENTS

All new information relevant to this oil spill prevention plan should be sent to the Dept. of Public Health, Environmental Health Management Section. Staff from the Department of Public Health, Environmental Health Management Section and/or the Fire Department Hazardous Materials Team will be responsible for revising this plan as information is updated. This information will be incorporated into the plan held by the Battalion Chief at Battalion 2 as it is received.

A complete review and revision of the plan will be performed every three years or as time and funding allows. All holders of the plan will receive a new revised plan at the completion of the revision.

New information relevant to the San Francisco Bay/ San Joaquin Delta Area Oil Spill Contingency Plan will be sent to the U.S. Coast Guard at least every year or as needed.

APPENDIX II: EXERCISES/DRILLS

The City would like consideration in participation in future state and federal drills and exercises on oil spills. Notification of drills and exercises should be addressed to:

Battalion Chief Frank Cardinale
San Francisco Fire Department
698 2nd St.
San Francisco, CA 94107
phone: (415) 558-3236

Please copy the following agencies and individuals:

Richard Lee, Sr. Industrial Hygienist
Dept. of Public Health
Environmental Health Management Section
1390 Market St., Suite 210
San Francisco, CA 94102
phone: (415) 252-3992

San Francisco Office of Emergency Services
1003A Turk St.
San Francisco, CA 94102
phone: (415) 558-2700

Harold Spencer, Emergency Services Coordinator
National Park Service
Golden Gate National Recreation Area
Fort Mason, Bldg 201
San Francisco, CA 94123
phone: (415) 561-5184

Roberta Jones, Environmental Manager
San Francisco Port Commission
Ferry Building, Room 3100
San Francisco, CA 94111
phone: (415) 274-0562

If the City decides to initiate an oil spill drill or exercise, Battalion Chief Cardinale will contact OSPR to notify them that the City will be conducting a drill or exercise.

APPENDIX III: INCIDENT CRITIQUE AND FOLLOW-UP

After every oil spill where the City ICS system is activated, an incident critique will be performed. The purpose of the critique will be to evaluate the response, to improve future response, and to determine if any oil spill contingency plan element revisions are required. The Battalion Chief of Battalion 2 will call for the meeting at Station 36, unless large facilities are needed. The conference room at the Central Fire Dept., 698 2nd St., or the Emergency Operations Center, 1003A Turk St., are alternative sites.

Depending on the amount and location of the spill, the representative from the following agencies should be in attendance:

San Francisco Fire Department
San Francisco Police Department
San Francisco Dept. of Public Health
San Francisco Office of Emergency Services
Golden Gate National Recreation Area
Port of San Francisco

Other agencies can be notified, depending on their role in the incident.

The Battalion Chief of Battalion 2 will serve as the chairperson and secretary of the critique meeting, unless he assigns others for these positions. The meeting should be summarized in a written report, which would include recommendations for response improvements and plan modifications, and a schedule for implementing and recommendations.

ANNEX E- AREA ASSESSMENTS

APPENDIX I: AREA OF RESPONSIBILITY

The San Francisco Oil Spill Prevention and Response Plan covers the entire geographical area of the City and County of San Francisco. This includes 1) the coastline currently managed by GGNRA, 2) the Presidio, managed by GGNRA, and 3) the Bay Shoreline now managed by the Port of San Francisco and the Recreation and Parks Department. There is approximately 25 miles of coastline covered by this plan.

See Annex A, Appendix IV.

APPENDIX II: AREA COMMITTEE ORGANIZATION

NOT REQUIRED

TAB A
TAB B

NOT REQUIRED

APPENDIX III: AREA SPILL HISTORY

A. SAN FRANCISCO BAY AREA

For the San Francisco Bay Area, during the period 1974-1979, 97% of all reported spills were less than 25 bbls. During the period of 1980-90, the majority of all oil spills reported were less than 750 gallons, (17.86 bbls or less), with only 36 spills being greater than 17.86 bbls. and none greater than 1,000 bbls. A majority of spills occur in Oakland or Alameda. The most probable reason is due to an automatic bilge pump discharging dirty bilge water. Other common causes of these 0-50 bbl most probable spills include human error, mechanical failure, or tank or pipe rupture.

On January 1971, two tankers, the ARIZONA STANDARD and the OREGON STANDARD, collided under the Golden Gate spilling 26,700 bbls of bunker fuel. During the period 1974-1979, 29 of the 43 reported spills between 238 and 1000 bbls were centrally located in San Francisco Bay. No spills greater than 1000 bbls occurred. During the period 1980-90 there were 36 petroleum spills being greater than 17.86 bbls with none any greater than 1,000 bbls. Three incidents were particularly large. These included 40,000 gals of aviation gasoline and 35,000 gals of crude oil caused by tank ruptures and 30,000 gals. of aviation gasoline caused by a dike failure. No.2 fuel oil/diesel fuel was the most commonly spilled, 12 of 36 incidents, while jet fuel accounted for 7 of 36 incidents.

A major portion (42%) of the maximum most probable spills during the period of 1980-90 occurred near the Oakland Naval Supply Center.

B. CITY & COUNTY OF SAN FRANCISCO

In 1991, leaks from abandoned pipes at Pier 64 caused a release of approximately 150 gallons of oil. Accidents involving vehicles at Pier 80 have caused releases of fuel into storm drains and subsequently into the bay. Ongoing problems with fueling, pumping of bilges and storm drains at Fisherman's Wharf have cause other releases.

There have been reports of oil releases from storm drains at the Presidio.

On October 28,1996 a large release of bunker fuel was released from M/V Cape Mohican at the San Francisco Dry Dock at Pier 70. The exact amount of oil spilled could not be determined. Approximately 86,000 gallons of fuel was stored in the fuel tanks of the Cape Mohican. A worker at San Francisco Dry Dock opened up a valve and inadvertently released the fuel. The fuel fell onto the drydock but much of it went into the Bay. It was estimated that approximately, one-tenth or 8,600 gallons went into the Bay. SF Drydock contacted the Coast Guard and Fish & Game and cleanup contractors. The area around the Cape

Mohican was immediately boomed off and it was thought that containment of the spill was adequate. Due to the stormy weather and other circumstances, oil spread past the booms and moved to locations north of Pier 70. Representatives from the National Oceanic and Atmospheric Agency performed flyovers with helicopters and noted a large sheen in the middle of the Bay. More contractors including Clean Bay and the MSRC were contacted for assistance. At least 300 clean-up workers were utilized for the cleanup. Due to the Bay currents, evidence of the spill spread to Crissy Field and eventually to Ocean Beach. Parts of Yerba Buena Island were provided with deflection booms to protect seals. GGNRA closed some of its beaches to facilitate cleanup. After a week most of the cleanup was completed. The U.S. Government and the San Francisco Drydock Inc. were found to be responsible for the spill. Cost recovery is proceeding.

APPENDIX IV: STRATEGIES

A, SAN FRANCISCO BAY/ SAN JOAQUIN DELTA AREA CONTINGENCY PLAN

Strategies for protecting environmentally sensitive locations have been developed by the Department of Fish and Game, Oil Spill Prevention and Response Office. These strategies discuss the booms and other resources needed to protect these sites. It includes information on where these booms should be located. It does not discuss where the resources are located. This strategy information can be found in the following enclosure from the Area Contingency Plan.

APPENDIX V: SENSITIVE AREAS

TAB A: IDENTIFICATION OF NATURAL RESOURCES AND LOCAL CONDITIONS

1. Natural Resources Areas

a. OSPR Listing

The following locations have been identified by OSPR as locations in San Francisco that are environmentally sensitive.

1) **South Basin, Hunter's Point**, Resource Affected - Snowy Plover and Brown Pelican: Priority -B

2) **Yerba Buena Island**, Resource Affected - Harbor Seal Rookery (during winter), Priority - A/B.

3) **Pier 39**, Resource Affected - California Sea Lion haulout from August to March, Priority - B/C. Contact Marine Mammal Center 289-7339.

4) **Alcatraz Island**; Resource Affected - Black Crown Night Heron, Western Gull colonies, Rich intertidal habitat. Priority - B. Contact- Park Communication Center (415) 556-8371

5) **Lands End**; Resource Affected - Seabird Rookery; Stellers sea lion haul-out, Priority -A. Contact-Park Communications Center (415) 556-8371

6) **Cliff House and Seal Rocks**, Resource Affected - Brown Pelican (T&E), Stellar sea lion, and California seal lion haul-out; Priority -A. Contact- Park Communications Center (415) 556-8371

7) **Ocean Beach/ Fort Funston**; Resource Affected - Snowy Plover foraging (T&E), Bank Swallow (Endangered); Priority -A. Contact- Park Communications Center (415) 556-8371.

8) **Farallon Islands**; Resource Affected - Large Seabird Colonies, Large Pinniped rookeries; Priority - A. Contact -Park Communications Center (415) 556-8371.

Find attached the Site Summary Sheets for these environmentally sensitive sites.

b. San Francisco Port Commission Listing

The following locations have been identified by the San Francisco Port Commission as locations in San Francisco which are environmentally sensitive.

- 9) **Pier 98, India Basin**, Resource Affected - Wetlands; Priority - B
- 10) **Islais Creek**; Resource Affected - Minor Wetlands; Priority - C
- 11) **Mission Creek**; Resource Affected - Minor Wetlands; Priority -C.

c. GGNRA Listing

The following locations have been identified by GGNRA as locations in San Francisco that are environmentally sensitive:

- 12) **Painted Rock**; Resource Affected - Harbor Seal Haul-out; Priority -B.
Contact -Park Communications Center (415) 561-5505
- 13) **Marshall Beach**, west of Fort Point; Resource Affected - Tidal Pools, Priority -B. Contact -Park Communications Center (415) 561-5505.
- 14) **Mile Rock Beach at Sea Stack**; Resource Affected - Tidal Pools; Priority - B. Contact -Park Communications Center (415) 561-5505
- 15) **China Beach**; Resource Affected - Sanderling Shorebirds; Priority -B.
Contact-Park Communications Center (415) 561-5505.
- 16) **Crissy Field Beach**, Resource Affected - Sand dunes, snowy plover; Priority -B. Contact-Park Communications Center (415) 561-5505

2. Structures Located in Marine Waters

A. San Francisco Port Commission Listing

The following structures have been identified by the San Francisco Port Commission as being located in marine waters.

- 1) **Promenade between Ferry Building and Pier 22 1/2**, submerged pilings that used to support pilings.
- 2) **Pier 64**, submerged pipelines.
- 3) **Aquatic Park**, Municipal Pier
- 4) **Aquatic Park**; Hyde St. Pier.

B. GGNRA Listing

The following structures have been identified by GGNRA as located in marine waters.

- 3) **Alcatraz Island**, Alcatraz Pier
- 4) **Alcatraz Island**, Submerged abandoned electrical line, Alcatraz Island to San Francisco Municipal Pier.
- 5) **Fort Mason**, Pier One, Two and Three
- 6) **Crissy Field**; Old Coast Guard Station Boat Docks
- 7) **Crissy Field**; Storm sewage Pipeline
- 8) **Fort Point**; Fort Point Pier
- 9) **Lands End**; Lyman Stewart and Frank Buck; Shipwreck 100 feet off coast at Mile Rock Beach. Visible at high tide.
- 10) **Point Lobos**, Coos Bay Shipwreck just east of Cliff House/Sutro Baths. Visible at low tide.
- 11) **Ocean Beach**; Salt Water Intake at foot of Fulton St. (Used for Academy of Science Steinhart Aquarium).
- 12) **Ocean Beach**; San Francisco Storm Sewer Outfall, located 200 yards south of Sloat Boulevard, extends three miles offshore.

13) **Ocean Beach**; Daly City Storm Sewer Outfall, located at Fort Funston, extends into surf zone, visible on beach most of year.

3. Areas Where Spills are Most Likely to Occur

Locations where oil spills are most likely to occur include:

A. Golden Gate Shipping Channel

This area extends from the Potato Patch off Pt. Bonita in the Marin Headlands east to Lime Point beneath the Golden Gate Bridge, south to Fort Point and west along the northern San Francisco Peninsula to Seal Rocks west of the Cliff House.

Natural Resources affected by a spill in this area would include:

- 1) **Seal Rocks**; marine mammal sanctuary, GGNRA, contact Park Communications Center (415) 561-5505
- 2) **Lands End**; seabird rookery, GGNRA, contact Park Communications Center (415) 561-5505
- 3) **Point Bonita**; (Marin County); marine mammal haul out rocks, tidal pools GGNRA, contact Park Communications Center (415) 561-5505
- 4) **Kirby Cove**; (Marin County); marine mammal haul out rocks, GGNRA, contact Park Communication Center (415) 561-5505
- 5) **Painted Rock**; marine mammal haul out rocks, GGNRA, contact Park Communication Center (415) 561-5505
- 6) **Marshall Beach**; tidal pools, GGNRA, contact Park Communications Center (415) 561-5505
- 7) **Mile Rock Beach**; tidal pools GGNRA, contact Park Communications Center (415) 561-5505
- 8) **China Beach**, sanderling shorebirds, GGNRA, contact Park Communications Center (415) 561-5505
- 9) **Baker Beach**, GGNRA, contact Park Communications Center (415) 561-5505
- 10) **Black Sand Beach**, GGNRA, contact Park Communications Center (415) 561-5505

Economic resources affected by a spill would include:

- 1) **General San Francisco Tourist Industry**. Millions of visitors come to San Francisco yearly. One of the main reasons that they come is to view the natural beauty of the coastal areas of San Francisco. A major oil spill in this area would

seriously impact the desirability of these tourists to choose San Francisco as their choice of destination. An oil spill would impact the hotel, restaurant, and all other tourist related services.

2) **Ocean Beach, surfers** at Kelly's Cove, Noriega St., Sloat Blvd. frequent vendors along the beach, Balboa St., and Sloat Blvd.

3) **Eagles and Dead Man's Point, surfers** use commercial entities in the Land's End neighborhood.

4) **Fort Point surfers** would be impacted and related businesses would be impacted.

5) **Fishermen** along, Fort Point, Marshal Beach, Baker Beach, Lands End, Cliff House and Ocean Beach corridor number 500 people daily depending on the season and weather.

6) **Beach combing** activities involve thousands of visitors from Fort Point to Fort Funston.

7) **Sun Bathers** would be impacted dependent on what season a spill were to occur and whether or not the beach is in a high energy surf zone or a low energy surf zone. High energy surf zones would be cleaned sooner than the more protected beaches which are often the more sought after sunbathing areas. (i.e. China beach).

8) **Dog Walkers** frequent all beach and coastal areas of San Francisco. This activity would be impacted until the beaches are cleared of all oil residue.

Specific facilities that would be affected by a spill in this area would include:

WESTWARD FROM FORT POINT

- 1) **Fort Point Fishing Pier**
- 2) **Fort Point National Historical Society**
- 3) **Bakers Beach**
- 4) **China Beach**
- 5) **Mile Rock Beach**
- 6) **Louis Restaurant**
- 7) **Cliff House Restaurant**
- 8) **Ocean Beach**
- 9) **Fort Funston Beach**

More specific information on these facilities can be found in the Table of San Francisco Sites of Economic Significance

B. San Francisco Bay

This area extends from the Golden Gate Bridge to Fort Mason and Aquatic Park to Alcatraz Island.

Natural resources affected by a spill in this area would include:

- 1) **Alcatraz Island Tidal Pools** (southwest corner of the island); GGNRA; contact Park Communications Center, (415) 561-5505
- 2) **Crissy Field Beach**; GGNRA; contact Park Communications Center; (415) 561-5505
- 3) **East Fort Baker Cove** (Presidio Marina and U.S. Coast Guard Station), GGNRA; contact Park Communications Center; (415) 561-5505.

Economic resources affected by a spill in this area would include:

- 1) **General San Francisco Tourist Industry.** Millions of visitors come to San Francisco yearly. One of the main reasons that they come is to view the natural beauty of the coastal areas of San Francisco. A major oil spill in this area would seriously impact the desirability of these tourists to choose San Francisco as their choice of destination. An oil spill would impact the hotel, restaurant, and all other tourist related services. An oil spill in this area would be of more concern, because the spill would be closer to the main tourist lodging area.
- 2) **The Harbor** would be temporarily closed to all inbound and outbound shipping if a major spill occurred in the Golden Gate shipping channel and central San Francisco Bay.
- 3) **Commuter/tourist ferry boats, marinas, and historic ships** docks at Hyde Street Pier would be impacted.
- 4) **Sport fishing and commercial fishing boats** could not leave the harbor
- 5) **Pilot boats** could become oiled and temporarily put out of service to incoming and outbound shipping.
- 6) **Fishermen** along Crissy Field, Lower Fort Mason, Aquatic Park, Municipal Pier and the odd numbered Piers (i.e., Pier 45, Pier 33) would be impacted.
- 7) **Crissy Field windsurfers** would be impacted in their water sports. These people support an expensive sport which probably exceeds the total purchasing power of the Ocean Beach surfing community.
- 8) **Sun Bathers** would be impacted dependent on what season a spill were to occur Sun bathers are located in areas throughout the north bayshore areas. Favorite locations include Crissy Beach, St. Francis Yacht Club, Marina Green, Fort Mason, and Aquatic Park.
- 9) **Dog Walkers** frequent all beach and coastal areas of San Francisco. This activity would be impacted until beaches are cleared of all oil residue.
- 10) **Visitors to Alcatraz Island** would be impacted. This could cause an

economic impact to the National Park Service, Blue & Gold Fleet, and other related visitor services in the area.

Specific facilities that would be affected by a spill in this area would include

EASTWARD FROM CRISSY FIELD

- 1) Crissy Field Beach**
- 2) St Francis Yacht Club**
- 3) Marina Yacht Harbor**
- 4) Marina Green**
- 5) Lower Fort Mason**
- 6) Greens Restaurant**
- 7) Pier One**
- 8) Municipal Pier**
- 9) Dolphins Club**
- 10) Southend Rowing Club**
- 11) Sea Scouts**
- 12) Aquatic Park**
- 13) Hyde Street Pier**
- 14) Fisherman's Wharf**
- 15) Pier 45/Fisherman's Wharf**
- 16) Pier 43 1/2**
- 17) Pier 39**
- 18) Ferry Building**
- 19) South Beach Harbor**
- 20) China Basin**

Depending on the location of the spill, facilities farther west or south on the bayshore may be affected. More specific information on the listed facilities can be found in the Table of San Francisco Sites of Economic Significance.

C. North and South Terminals; Piers 80 and 96 (from barges fueling container ships)

Natural resources that may be affected by a spill in this area include:

- 1) **Pier 98, India Basin Wetlands**
- 2) **PG&E Power Plants, Hunter's Point and Potrero**
- 3) **Islais Creek**

Economic resources that may be affected by a spill in this area include:

- 1) **Pier 80, North Container Terminal**
- 2) **Pier 96, South Container Terminal**
- 3) **PG&E Hunter's Point Power Plant**
- 4) **PG&E Potrero Power Plant**

TAB B: IDENTIFICATION OF FACILITIES AND LOCAL AREAS OF MAJOR CONCERN

1. Facility Prioritization

Facilities are defined as any public or private utility or plant that requires water intake from or discharge to marine waters and, if disrupted, would significantly impact the public's health and safety.

A. Pacific Gas & Electric (PG&E) Hunter's Point Power Plant

Location: 1000 Evans

Contact: Avtar Virde, Sr. Environmental Coordinator (415) 695-2205, 24 hrs.
(415) 695-2230 or Rex Bell (415) 695-2263

Health & Safety Concern: Water Intake for cooling

Priority: D

Response Equipment: 900 ft. boom for protecting intake, 25 ft. twin-engine boat for deployment of boom (located at Potrero Power Plant)

B. Pacific Gas & Electric (PG&E) Potrero Power Plant

Location: 1201 Illinois

Contact: Avtar Virde, Sr. Environmental Coordinator (415) 695-2205, 24 hrs.
(415) 695-2230 or Rex Bell (415) 659-2263

Health & Safety Concern: Water Intake for cooling, located 200 yards south of Pier 70

Priority: D

Response Equipment: 1000 ft. boom for protecting intake, 25 ft. twin-engine boat for deployment of boom.

There are three sewage treatment plants and several associated pump stations in San Francisco. A major oil spill in the Ocean or on the San Francisco Bay would not impact on the operations of the treatment plants.

2. Economic Resources Prioritization

Economic resources areas is defined as any area, structure or facility where, in the event of an oil spill, its loss or interruption would create a negative "market value" economic impact. This list of sites of economic significance are listed in the following table:

SAN FRANCISCO SITES OF ECONOMIC SIGNIFICANCE

Site	Location	Description of Facilities Uses/Importance	Jurisdiction	Contact Names and Numbers	Response Category	Response Equipment
1	Fort Funston Beach	Recreation/Surfing/ Swimming/Fishing /Hang gliding	GGNRA	Chief Ranger (415) 561-4345	F	Yes
2	Ocean Beach	Recreation/Surfing /Fishing/Swimming	GGNRA	Chief Ranger (415) 561-4345	F	Yes
3	Cliff House Restaurant	Restaurant/Tourist/ Buses/ Visitor Ctr.	GGNRA	Cliff House Restaurant (415) 386-3330	F	No
4	Louis Restaurant	Restaurant	GGNRA	Louis Restaurant (415) 386-3330	F	No
5	Mile Rock Beach	Recreation/Scenic /Fishing	GGNRA	Chief Ranger (415) 561-4345	F	Yes
6	China Beach	Recreation /Swimming/Scenic /and Fishing	GGNRA	Chief Ranger (415) 561-4345	F	Yes

SAN FRANCISCO SITES OF ECONOMIC SIGNIFICANCE

Site	Location	Description of Facilities Uses/Importance	Jurisdiction	Contact Names and Numbers	Response Category	Response Equip.
7	Bakers Beach	Recreation/Scenic /Fishing	GGNRA	Chief Ranger (415) 561-4345	E	Yes
8	Fort Point NHS	Recreation/History	GGNRA	Chief Ranger (415) 561-4345	F	Yes
9	Fort Point Fishing Pier	Fishing/Crabbing	GGNRA	Chief Ranger (415) 561-4345	E	Yes
10	Crissy Field Beach	Recreation/Scenic	GGNRA	Chief Ranger (415) 561-4345	E	Yes
11	Marina Yacht Harbor	Berths for 691 boats/restaurants	SF Rec. & Park	Gary Davis (415) 292-2013 pg.560-3070	D	Yes
12	Lower Fort Mason	Business/Arts and Special Events	GGNRA	Fort Mason Foundation (415) 441-5706	F	No
13	Greens Restaurant	Restaurant/Scenic	GGNRA	Greens Rest. (415) 771-6222	F	No

SAN FRANCISCO SITES OF ECONOMIC SIGNIFICANCE

Site	Location	Description of Facilities Uses/Importance	Jurisdiction	Contact Names and Numbers	Response Category	Response Equip.
14	Pier One	Nat. Park. Service Maintenance Facility	GGNRA	Chief. Maint. Dave Brouillette (415) 556-3004	F	Yes
15	Municipal Pier /Aquatic Park Hyde St. Pier	Fishing/Boating /Swimming /Historic ships	Nat. Park Service	Supt. Bill Thomas	F	No
16	Dolphin Club	Swimming Club/Gym	Nat. Park Service	Dolphins Clubs (415) 441-9329	E	No
17	South End Rowing Club	Swimming/Rowing Club/Gym	Nat. Park Service	Southend Rowing Club (415) 441-9252	E	No
18	Sea Scouts	Boating/Swimming	Nat Park Service	Sea Scouts (415) 441-9252	E	No
19	Pier 45 Fisherman ' Wharf	Fishing boats, docks, fuel dock	SF Port Authority	K. Bennett /H. Prince /E. Riley (415) 274-0400	E	No
20	Pier 43 1/2	Blue & Gold Ferry Public Pier Restaurants	SF Port Authority	K. Bennett /H. Prince /E. Riley (415) 274-0400	E,F	No

SAN FRANCISCO SITES OF ECONOMIC SIGNIFICANCE

Site	Location	Description of Facilities Uses/Importance	Jurisdiction	Contact Names and Numbers	Response Category	Response Equip.
21	Pier 39 Marina	Moderate (350+slips) size marina, docks, and sea lions on docks	SF Port Authority	Sheila Best (415) 705-5556 or Marina Security (415) 705-5544	E,F	Yes, small booms
22	Ferry Building	Ferry Terminal, public pier, restaurants	SF Port Authority	Dorothy Schimke, (415) 274-0400	E,F	No
23	South Beach, Harbor	Large (700 slip) Marina	SF Port Authority	Carter Strauch, Wk (415) 495-4911 Hm. (510) 237-5021	E	Yes, have booms to close entrances
24	China Basin	Boat launches, dry dock, restaurant, entrance to Mission Creek (houseboats)	SF Port Authority	Charles Mitchell, Nick Larocco (415) 274-0400	E,F	SF Drydock has booms for its dry dock
25	Pier 80 North Container Terminal	Cargo and Shipping	SF Port Authority	Charles Mitchell, Nick Larocco (415) 274-0400	E	Not Known
26	Pier 96 South Container Terminal	Norcal Recycling	SF Port Authority	Angela Boykins	E	Not Known
27	Pier 98 Landfill	Wetlands, Public Park	SF Port	Charles Mitchell, Nick Larocco (415) 274-0400	E	No
28	Alcatraz Island	Recreation and History	GGNRA	Chief Ranger (415) 561-4345	E	

APPENDIX VI: DISPOSAL

NOT REQUIRED

ANNEX F - SUMMARY OF AREA RESOURCES

APPENDIX I: EQUIPMENT

The following is the oil-spill specific equipment under the control of the San Francisco Port Commission, San Francisco Recreation and Parks Dept., and GGNRA. In addition, equipment controlled by Clean Bay is listed. Some of the sites of economic significance may have equipment to help them mitigate oil spills which may impact on their site.

A. BOOM SYSTEM

1. Port Commission (contact: Gary Olson, (415) 274-0400, direct no. 597-7908)

Type: Regular Boom

Sections: 7 Sections, each 10 feet long, (total 70 ft.)

Location: Pier 50D

Type: Absorbent Boom

Section: 1 Section, 40 feet long

Location: Fisherman's Wharf

2. Department of Public Works

Type: Regular Boom

Sections: 4 booms, each 200 feet long

3. Clean Bay (contact Steve Ricks, 510-685-2800, call OSPR for approval)

Type: Ocean, inflatable, 3000 feet long

Ocean Fence, 200 feet long

Location: Pier 50B

4. Pacific Gas & Electric Power Plants (contact Avtar Virde, Manager (415) 695-2205, 24 hr. (415) 695-2230)

Type: 1000 foot and 900 foot long

Location: Potrero Power Plant

B. SKIMMERS

1. Clean Bay (contact Steve Ricks, 510-685-2800, call OSPR for approval)

Type: Weir, Model Gr-185

Weir, Model WALOSEP W-2

Location: Pier 38

C. BOATS

1. Port Commission (contact: Gary Olson (415) 274-0400, direct no. 597-7908)

Type: Boston Whaler (17 ft, 90 H.P., 18" draft)

Location: Pier 1

Dispatch Time: 1 hr.

2. GGNRA (contact Park Dispatch Center at 561-5505)

Type: 2-1 RB Zodiacs (16 ft., 40 H.P., 18" draft)

3. Recreation and Parks Dept. (contact: Gary Davis (415) 292-2013)

Type: 24 ft., inboard workboard, 130 H.P. diesel

Location: Marina Yacht Harbor

Dispatch Time: 15 min.

4. Pacific Gas & Electric Power Plants (contact Avtar Virde, Sr. Environmental Coordinator (415) 695-2205, 24 hr. (415) 695-2230)

Type: 25 foot, twin engine

Location: Potrero Power Plant

Dispatch Time: 15 minutes

5. Clean Bay (contact Steve Ricks, 510-685-2800, call OSPR for approval)

Type: Rigid hull inflatable, Sea Rider, 13 foot

Location: Pier 38
Dispatch Time : 2 hr.

D. BARGES/STORAGE

1. Port Commission (contact: Gary Olson (415) 274-0400, Direct no. 597-7908)

Type: Pile Barge (75 ft. by 25 ft.)
Location: Pier 90
Dispatch Time: 1 hr.

Type: Two Pile Driving Barges
Location: Pier 90
Dispatch Time: 2 hrs.

Type: Dive Barge (45 ft. by 19 ft.) (currently inoperable)
Location: Pier 92
Dispatch Time: 1 hr.

E. VACUUM TRUCKS

NONE

F. SORBENTS

1. Port Commission (contact: Gary Olson (415) 274-0400, direct no. 597-7908)

Type: 50 pads @ each location
Location: Pier 90, Pier 50D, Fisherman's Wharf

G. PORTABLE PUMPS

1. Port Commission

Type: 12 Volt Sump Pump (contact: Ken Hayes (415) 274-0400, direct no. 274-0571)
Location: In Truck

Type: 12 Volt Sump Pump (contact: Hedley Prince (415) 274-0400)
Location: Fisherman's Wharf, Property Department

Type: Numerous 3 in., 5 in, & 8 in. Centrifugal Pumps
(contact: Gary Olson (415) 274-0400, direct no. 597-7908)

2. GGNRA (Contact Park Dispatch Center 561-5505)

Type: 300 ft. pumper truck

3. Recreation and Parks Department (contact Gary Davis (415) 292-2013)

Type: 3 small electric pumps
2 gas pumps

Location: Marina Yacht Harbor

H CARGO TRANSFER PUMPS

None

I. COMMUNICATIONS EQUIPMENT

1. Port Commission (contact: Gary Olson (415) 274-0400, direct no. 597-7908)

Type: Short Wave - "Trunking", 800 megahertz

Location:- Many units in all Port trucks and some boats

Type: Ship to Shore

Location: Portable (to Pile Driving Barge)

2. GGNRA (contact Park Dispatch Center at 561-5505)

Type: Radio Communication network covering Coastal Calif. from Pt. Reyes to Pacifica

3. Recreation & Park Dept. (Contact Gary Davis (415) 292-2013)

Type: Local Departmental Radios

Location: Marina Yacht Harbor

J. ELECTRICAL

1. Port Commission (contact: Gary Olson (415) 274-0400, direct no 597-7908)

Type: Small "Home Light", numerous
Location: Pier 50D

Type: Large - Army Surplus, two
Location: Pier 50D/Pier 80

2. GGNRA (contact Park Dispatch Center at 561-5505)

Type: Honda generator
Location: Pier 1 or Ft. Miley

3. Recreation and Parks Dept. (contact: Gary Davis (415) 292-2013)

Type: Generator
Location: Marina Yacht Harbor

K. DISPERSANTS

None

L. MOBILE COMMAND POST

1. San Francisco Dept. of Public Works Operations Division at 695-2020.

DPW has two command posts, one small and one large.

The smaller is a 15 ft. step-van type and requires cellular phone. It has self-contained AC power and external lighting. No bathroom.

Users must furnish cellular phones, computers, agency radios, and specialty maps. DPW will deliver and staff the van.

The larger is a self-contained semi-trailer (48 ft. long). DPW will move it with their rig and set it up. It is large enough to serve as an operations center. It has pre-wired desktop phones, TVs, VCRs, a bathroom, a separate meeting room, and outside tent attached to the trailer for additional workspace, if necessary.

Users must furnish cellular phones, computers, agency radios, maps, security, and make arrangements with the phone company for hard wiring the desk phones. DPW will provide the trailer and AC Power.

M. HEAVY EQUIPMENT

1. The San Francisco Department of Public Works has several backhoes, grade-alls, and bulldozers which might be used for diking, trenching or digging pits. They are located at 2323 Caesar Chavez (Army). If an emergency is declared, Marcia DeVaughn, Director of Operations, (415) 695-2000 should be contacted for access.
2. GGNRA (Contact Park Dispatch Center at 561-5505)

Type: Backhoe, Caterpillar

Location: Ft. Mason/Ft Miley

M. OTHER

1. GGNRA (contact Park Dispatch Center 561-5505)
 - a. 200 Stakes for fence post located at Fort Funston/Ft. Miley/Ft. Mason
 - b. 50 ft. Extension Cords located at Fort Funston/Ft. Miley
 - c. 20 Shovels located at Ft. Mason/Ft. Miley
 - d. 300 Ft. Pumper Truck located at Ft. Mason/Ft. Miley
 - e. Storage Concrete Bunkers, 25' X 100', Located at Ft. Miley
 - f. Two Automobiles located at Ft. Mason/Ft. Funston
 - g. Fax and Phones (3 lines) located at Ft. Mason/Ft. Funston
 - h. Office Space (no phones) located at Fort Funston
 - i. Emergency Operations Center located at Building 1750, Presidio

2. Recreation & Parks Department (contact: Gary Davis, 415-292-2013)

Located at Marina Yacht Harbor

- a. 3/4 ton pickup truck
- b. 1/2 ton pickup truck
- c. Extension cords

APPENDIX II: LOGISTICS

This section is designed to assist emergency response personnel in identifying the potential locations and resources to be utilized for spill response operation. Local structures and facilities and other areas of significance that may be impacted by an oil spill.

TAB A: COMMUNICATIONS

1. ORGANIZATION OF COMMUNICATIONS SYSTEMS

The following is the communications organization that will be utilized in case of a major oil spill within San Francisco:

A. U.S. Coast Guard/State Liaison and Local Response Coordinator: (ground to ground)

The Coast Guard should initially call the San Francisco Fire Department at (415) 861-8020 or directly to the Local Response Coordinator (Battalion 2, Chief) at (415) 558-3236. After initial contact, and if the Local Response Coordinator moves to the Emergency Operations Center at 1003A Turk, communications can be switched to radio, PIC-6, freq. 460.350.

B. Local Response Coordinator and Fire Department (ground to ground)(ship to shore)

The Local Response Coordinator can communicate to Fire Communications through normal Fire Department radios utilizing the four channels assigned to the Fire Department.

Control 1: freq. 488.3625
Control 2: freq. 488.5625
Control 3: freq. 488.7625
Control 4: freq. 489.1625

In addition, communications with the Fire Department can be made through the METS phonline.

The Local Response Coordinator can also talk directly with the two Fire Boats utilizing the Fire Department radios.

C. Local Response Coordinator and Police Department (ground to ground)

At the EOC the Local Response Coordinator can communicate to the Police Communications through the Mayor's Emergency Telephone Service (METS) Line. In addition, communications can be made through the Police Radio at the EOC. For a major oil spill, the Police Department may assign someone to the EOC. If the Local Response Coordinator is not at the EOC he can communicate with the Police Department through Fire Communications. Fire Communications has a direct line with the Police Department.

D. Local Response Coordinator and Port

(ground to ground)

The Local Response Coordinator can communicate with the Representative of the Port or other Port representatives through commercial lines as listed in Annex B, Appendix III. For a major oil spill, the Port may assign someone to the EOC.

E. Local Response Coordinator and Paramedic Division

(ground to ground)

At the EOC the Local Response Coordinator can communicate to the Paramedic Division through the Mayor's Emergency Telephone Service (METS) Line. For a major oil spill, the Police Department may assign someone to the EOC. If the Local Response Coordinator is not at the EOC he can communicate with the Paramedic Division through Fire Communications. Fire Communications has a direct line with the Paramedic Division.

F. Local Response Coordinator and GGNRA

(ground to ground)

The Local Response Coordinator can communicate with the GGNRA Local Response Coordinator via radio communication or commercial telephone. GGNRA is utilizing a new trunked radio system in the 400 megahertz range with two frequencies. The new radio system is designed to allow for "patching" capabilities through the Park Communications Center to other agencies radio systems. GGNRA Local Response Coordinator is available at telephone number 561-5184 or through the Park Communications Center at 561-5505. Park personnel also have access to mobile phone units for emergencies.

G. Local Response Coordinator and Dept. of Public Works

(ground to ground)

At the EOC the Local Response Coordinator can communicate to the Dept. of Public Works (DPW) through the Mayor's Emergency Telephone Service (METS) Line. Alternatively, the DPW can be reached by utilizing the DPW radio. DPW is utilizing a new trunked radio system utilizing 12 channels in the 800 megahertz range. For a major oil spill, the DPW may assign someone to the EOC. If the Local Response Coordinator is not at the EOC he can communicate with the DPW through commercial telephone at 695-2020.

H. Local Response Coordinator and the Municipal Railway

(ground to ground)

At the EOC the Local Response Coordinator can communicate to the Municipal Railway through the METS Line. Alternatively, they can be reached by calling MUNI Central Control at (415) 759-4321.

I. Local Response Coordinator and the American Red Cross

(ground to ground)

At the EOC the Local Response Coordinator can communicate with the American Red Cross through the METS Line. Alternatively, the Red Cross can be reached by commercial phone at (415) 427-8000.

J. Police Command (Dispatch) to Police Field Units

(ground to ground)

Police Command or Dispatch will communicate with their field units through Police Radio. Dispatch has the capability of handling 10 channels. Their frequencies are:

Low Band 1 - 45.10 MHz

Low Band 2 - 45.14 MHz

Low Band 3 - 45.58 MHz

Low Band 4 - 45.46 MHz

PIC-01 - 460.225 MHz

PIC-02 - 460.125 MHz

PIC-03 - 460.500 MHz

PIC-04 - 460.075 MHz

PIC-07 - 460.525 MHz

PIC-08 - 460.550 MHz

k. Port Command to Port Field Units

(ground to ground) (ship to shore)

The Port Command Representative (Ferry Building) will communicate with Field units through commercial phones. Field units will work out of Pier 50D. Other field units may be reached by pager. An inventory of the Port radios is included in the enclosed attachment.

L. Paramedic Dispatch to Paramedic Field Units

(ground to ground)

Paramedic Dispatch (CMED) will communicate with Paramedic Field Units through dedicated radio frequencies. The Paramedics have two channels: 1)

Cord1 operating at 462.950 MHz. This is the normal operational channel for dispatch from CMED. 2) Cord 2 operating at 462.975 MHz. This channel is used for multi-casualty incidents and for CMED to communicate with private ambulances.

M. GGNRA to GGNRA Field Units

(ground to ground) (boat to shore)

All GGNRA park personnel are issued walkie-talkie radios which maintain communications throughout the San Francisco and Marin Headlands. Radio communications reaches from Pt. Reyes south to Pacifica, east to San Francisco Airport. The walkie talkie radios utilize a new trunked radio system in the 400 megahertz range with two frequencies.

In addition, GGNRA has acquired mobile phones to communicate directly to NPS and outside agency offices.

N. Dept. of Public Works to Field Units

(ground to ground)

DPW Command/Dispatch can communicate with their field units utilizing the DPW radio. DPW is utilizing a new trunked radio system utilizing 12 channels in the 800 megahertz range. DPW has over 700 radios.

O. Fire Department Fireboats

(ship to shore) (ship to ship)

The Fire Department Fireboats, Phoenix and Guardian, can communicate with Fire Dispatch and the Local Response Coordinator through Fire Department Radio. They also have marine radio to communicate with the Coast Guard (Channel 22A, 157.100 MHz) and other vessels.

P. Port Boat

(ship to shore) (ship to ship)

The Port Boston Whaler can communicate with the Port base station only through portable radios carried by specific personnel who may man the Whaler. Some of these radios have marine radio capability.

Q. GGNRA Boats

(ship to shore) (ship to ship)

The two Zodiac surf rescue boats can communicate directly with GGNRA Command with radios utilizing a new trunked radio system in the 400 megahertz range with two frequencies. Utilizing the aforementioned "patching" capabilities, direct communications with the U.S.C.G. may be obtained.

2. MANAGEMENT STRUCTURE

The Local Response Coordinator will appoint a Communications Unit Leader, if needed, to coordinate communications within the San Francisco response organization.

3. APPLICATION OF COMMUNICATIONS SYSTEM

Since San Francisco agency response will mostly be in support of the Incident Commander (Coast Guard and OSPR) the communications system in San Francisco will be categorized as logistical.

4. INVENTORY

There is no inventory of all communications systems in San Francisco.

5. NOTIFICATION

There should be little problem in accessing current communications systems for notification of oil spills to all required agencies.

6. LOCATION

There is no list of locations where all the applicable communications equipment is located. Communications equipment is under the possession of the City, through independent City departments. Each department is responsible for maintenance and repair of their equipment. Support is provided by the San Francisco Dept. of Electricity. GGNRA possesses its own communications equipment. It repairs and maintains its own equipment.

7 INTERCONNECTION WITH INCIDENT COMMAND

The Local Response Coordinator should be able to interconnect with the Incident Commander or State Liaison through radio or commercial phone lines.

8. GEOGRAPHIC RANGE

The communications systems listed should be sufficient in range to cover the potential area of response.

**Port of San Francisco
Emergency Radios Inventory
(July 1, 1993)**

<u>LOCATION</u>	<u>TYPE OF RADIO</u>	<u>PERSON ASSIGNED</u>	<u>IDENTIFIED</u>
<u>900 MHz RADIOS (Not compatible with Motorola)</u>			
Pier 46 Base	Johnson LTR Hand Held	Gary Olson Assist. Sup	Internal Services
Ferry Bldg..	Johnson LTR Hand Held	Barbara Cooper Sr. Ind. Hygienist	Environmental
Vehicle #368	Johnson L/TR	George Kennady Assist. Sup	Cargo Services
<u>900 MHz Radios (not compatible with Johnson)</u>			
Ferry BLDG. (#760501)	Motorola	Chuck Bevan	Meter 1
Ferry Bldg. (#760502)	Motorola	Earl Cater	Meter 2
Ferry Bldg. Base (#760503)	Motorola	Tenant Services Main Office	Property Base
Fishermans Wharf (#760504)	Motorola	Denise Turner John Davey	Property 1
Ferry Bldg (#760505)	Motorola	Mark Lozovoy	Property 2
Ferry Bldg (#760506)	Motorola	Henry Williams	Property 3
<u>Marine Radios</u> (Monitor VHF Channel 26,84,87 and Vessel Traffic Channel 13, 16)			
Fisherman's Wharf (#760506)	Hand Held	John Davey	Fish Wharf

(Monitor Channels 1 - 28, 60 -74, 77 - 88

Pile Driver #2	Uniden	Driver 2	Pier 46 B
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Pile Driver #3	Uniden	Driver 3	Pier 46 B
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(Monitor Channels 1 - 28, 65 -88)

Divers	President	Divers	Pier 46 B
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TAB B: OPERATIONS CENTER LOCATIONS

1. City and County of San Francisco - Emergency Operations Center

The most likely location for an oil spill response operations center or central command post would be the San Francisco Emergency Operations Center (EOC) at 1003A Turk St. The command post meets the following criteria:

- capable of handling numerous response personnel. Parking is limited but can be expanded by closing off the street, leading to the EOC.
- has multiple phone lines, computer systems, radios and interagency communication systems.
- has multiple rooms for operations, logistics, planning, policy sections and briefings/meetings.
- capable of handling display aids such as maps and charts of the spill area, dry erase/blackboards, and flipcharts.
- capable of handling local citizen and the media at nearby locations.
- access to community resources.
- Kitchen capabilities
- able to support state and federal command posts, if the local government chooses to operate at the same location.
- equipment with a generator.
- able to withstand an earthquake of 8.0 Richter magnitude.
- The EOC is located approximately 1.5 miles away from the San Francisco Bay.
- The general number for this facility is 558-2700.

2. Dept. of Public Works, Incident Command Trailer

This is a self-contained semi-trailer (48 ft. long) obtainable from DPW Operations Division at 695-2020. DPW will move it with their big rig and set it up. It is large enough to serve as an operations center. It has pre-wired desktop phones, TVs, VCRs a bathroom, a separate meeting room, and outside bulletin boards/electronic message boards. There is also an outside tent attached to the trailer for additional workspace. if necessary.

Users must furnish cellular phone, computers, agency radios, maps, security, and make arrangements with the phone company for hard wiring the desk phones. DPW will provide the trailer and AC power.

3. Golden Gate National Recreation Area

The most likely location for an oil spill response is at the new Emergency Operations Center at Building 1750 at the Presidio. The command post meets the following criteria:

- capable of handling numerous response personnel plus adequate parking
- has multiple phone lines, computer systems, modems and radios.
- has multiple rooms or space for operations, logistics, planning and briefings/meetings.
- capable of handling situation display aids such as maps and charts of the spill area, dry erase/blackboards, and flipcharts.
- capable of handling local citizen groups and the media.
- access to community resources.
- kitchen capabilities.
- able to locate near the source of the oil spill or where the spill has significantly impacted the environment.
- able to support state and federal command posts, if the GGNRA chooses to operate at the same location.

This command post is approximately 1 mile from the Bay and 1/4 mile from the Ocean.

TAB C: FIREFIGHTING CAPABILITIES

1. San Francisco Fire Department

A. Responsibility And Mutual Aid

The San Francisco Fire Department has the responsibility for shipboard fires at locations within the borders of the County of San Francisco which extends several miles into San Francisco Bay. The Coast Guard can request the Fire Department to assist with shipboard fires anywhere within the county line. Mutual aid requests from other counties will also be honored (no other San Francisco Bay county has fireboats). The U.S. Navy has two tugs equipped with monitor nozzles.

B. Location

The San Francisco Fire Department Fire Station with Fireboats is Station 35, located on the waterfront at Pier 22 1/2 (under the San Francisco Bay Bridge).

C. Personnel

Station 35 is normally staffed with seven firefighters 24 hours per day. The fireboat crew consist of an officer, pilot, engineer and one engine company (officer and three firefighters). The crew is trained and have the ability to fight shipboard or on-shore oil fires. The engine company also fights structural fires in the vicinity, and so if they are out on a call when the fireboat is needed, and engine company from another station will be called to serve on the fireboat. The engine company personnel may not have specific training in how to fight shipboard fires. If two fireboat crews are needed, a call down list would be used to locate off-duty pilots and other SFFD personnel. The Fireboat personnel do not have hazardous materials training.

D. Vessels

Phoenix: - 89 ft. long; 19.5 beam; 6 ft. draft; 6 ft. freeboard; 10 ft. freeboard at bow; 5 ft. stern. Height with tower down: 32 feet. has three 500 HP engines; 2 to power vessel and one to power the forward pump. Capacity: 9,600 gallons of water per minute. This vessel was constructed for the Port of San Francisco in 1954 at the Alameda Shipyard. This ship is mostly limited to sites within the Golden Gate

Guardian: 88 ft. long; 21.5 ft. beam; 7 ft. draft; freeboard less than 5 ft. Five 500 HP engines; three dedicated to the water pumps. Capacity: 24,000 gallons of water per minute. This vessels was built in 1951. The Guardian can go to sea.

Boston Whaler: The San Francisco Airport Fire Department also has a 40 ft.

boat, like a Boston Whaler, staffed by SFFD personnel and can be used for emergencies.

E. Firefighting Equipment

Firefighters can utilize either water or foam to fight oil fires. The foam is an emulsifier and spreads over the fire to put it out. Water can also be supplied. Crews can board a burning ship and bring water manifolds to augment the internal capacity to fight a fire. The Phoenix carries 1000 pounds of carbon dioxide to fight hold fires. The Phoenix also has 250 gallons of foam for firefighting. The fireboats can also fight fires at fixed facilities, and can work in conjunction with land-based engine companies.

F. Oil Spill Equipment

Neither fireboat has pads or booms for oil spill mitigation. If some booms and skimmers could be purchased and stored at Pier 28 annex, the crane on the fireboats could be used to load these materials from the pier. The firefighters need raingear and other personal protective equipment.

G. Communications

Station 35 and the Fireboats have marine radios that can communicate with the Coast Guard on emergency frequency 22A. The firefighters would like to have access to Coast Guard Reports on hazardous materials spills.

2. Golden Gate National Recreation Area

GGNRA has a fully staffed structural fire department on duty 24 hours daily. In addition to structural fire capabilities, the Department includes an ambulance staffed with two paramedics and one ALS equipped and staffed engine. GGNRA has a cooperative agreement with the San Francisco Fire Department. GGNRA can additionally mobilize trained, qualified, and experienced firefighters for wildfires. All firefighters have received 24 hours of Hazmat Training. Response time is immediate.

3. Port and Port Tenants

Port employees are not trained in fighting shipboard fires. One Port Tenant, and San Francisco Dry Dock (Southwest Marine) may have some capability in fighting fires.

Exxon tugs tie up on occasion at Pier 48, and have large monitors (pumps) that could be used to assist in responding to shipboard fires. However, these tugs are not under Port control and are frequently out to sea or otherwise occupied.

TAB D: STAGING AREA SITES

The following are potential staging area sites. They are listed in order of location from the southwest part of the city working northward and completed at the southeast part of the City.

If a public access area is used a temporary staging area for an oil spill, measures should be taken to:

- Protect soil from oil contamination;
- Place temporary (construction type fences around marsh vegetation;
- Install signs to temporarily close public access to the site; and
- Restore sandy beach areas to prior condition.

SITE 1: FORT FUNSTON

LOCATION: Skyline Blvd, nr. John Muir Blvd

AREA: Ten acres

EXISTING USE: Recreation Area

SURROUNDING USE: Natural

WATER: Available and operating

SEWAGE HOOKUPS: Leach fields

POWER: Available

AVAILABLE BUILDING: One

AREA AVAILABLE FOR STORAGE: Five acres

OUTDOOR LIGHTING: Limited

EXISTING SECURITY: Gated

CHANNEL DEPTH: Zero

PROXIMITY TO SHORELINE: One quarter mile

LAUNCH FACILITIES: None

BERTHS: None

CRANES/FORKLIFTS: None available

LOAD LIMIT ON DOCKS: No docks available

OTHER INFORMATION: This facility does not have a dock so will be limited in usefulness. Its location would be useful for spills which may impact in this area.

RATING: Poor

SITE 2: PIER 1, FORT MASON

LOCATION: Fort Mason

AREA: 3 acres

EXISTING USE: Maintenance yard

SURROUNDING USE: Urban

WATER: Yes

SEWAGE HOOKUPS: Yes

POWER: Yes

AVAILABLE BUILDINGS: One

AREA AVAILABLE FOR STORAGE: Yes

OUTDOOR LIGHTING: Yes

EXISTING SECURITY: Yes

CHANNEL DEPTH: 20 Feet

PROXIMITY TO SHORELINE: At shoreline

LAUNCH FACILITIES: Yes

BERTHS: Two

CRANES/FORKLIFTS: Standard forklift

LOAD LIMIT ON DOCKS: Can handle heavy trucks - 3 tons

OTHER INFORMATION: This may be a good site for a spill impacting on the north bayshore of San Francisco.

RATING: Good

SITE 2A: CRISSY FIELD

LOCATION: Presidio, Long Avenue and Marine Drive.

AREA: One pier, 8 buildings of various sizes up including several large warehouses, approximately 5-6 acres.

EXISTING USE: Maintenance yard, warehouse and office area

SURROUNDING USE: Recreation area

WATER: Yes

SEWAGE HOOKUPS: Yes

POWER: Yes

AVAILABLE BUILDINGS: 16

AREA AVAILABLE FOR STORAGE: Yes

OUTDOOR LIGHTING: Limited

EXISTING SECURITY: Yes

CHANNEL DEPTH: 12 Feet

PROXIMITY TO SHORELINE: At shoreline

LAUNCH FACILITIES: No

BERTHS: No

CRANES/FORKLIFTS: Standard forklift

LOAD LIMIT ON DOCKS: Light

OTHER INFORMATION: Existing fenced in area for outdoor storage, several open sheds for vehicle storage. Fair to good staging area.

RATING: Fair

SITE 3: PIER 45/FISHERMAN'S WHARF

LOCATION: At Taylor and Jefferson Streets

AREA: Four Pier shed, Sheds A, B, C, and D on one pier. Each Shed is approximately 72,000 square feet, total surface area of Pier 45 is 11 1/2 acres..

EXISTING USE: Most of Shed B and D is leased. Sheds A & C are designated "event" areas, and could be made available for staging depending upon the use at the time. There are available berths but they are occasionally used for ceremonial ships.

SURROUNDING USE: Commercial and restaurant uses nearby.. Close to the Fisherman's Wharf tourist area.

WATER: Yes

SEWAGE HOOKUPS: Yes

POWER: Yes

AVAILABLE BUILDINGS: Sheds A, B, C, and D as described above.

AREA AVAILABLE FOR STORAGE: Ample storage area within pier sheds and on pier aprons.

OUTDOOR LIGHTING: Yes

EXISTING SECURITY: Fences, gates and Port security guards.

CHANNEL DEPTH: North side of Pier 45 only, depth is 18-24 feet, MLLW. South side is not a good mooring area

PROXIMITY TO SHORELINE: Over water

LAUNCH FACILITIES: None

BERTHS: Some smaller berths may be available on an ad hoc basis, depending upon rental status. Ships and boats may tie up along pier on north side only.

CRANES/FORKLIFTS: None available currently.

LOAD LIMIT ON DOCKS: Need load in order to calculate load limit

OTHER INFORMATION: Sheds A, B (fish companies), and C (exhibition hall) has been repaired. However, some of the pier space may be useable. Pier 45 probably would not be a very good staging area for a large oil spill cleanup because the area is very congested. There is a fuel dock nearby on the north side of Fisherman's Wharf lagoon. This is the only fuel dock in the Port's jurisdiction.

RATING: Poor

SITE 4: PIER 27 AND 29

LOCATION: At Battery Street at the Embarcadero

AREA: Each pier is 600 to 700 feet long

EXISTING USE: Paper terminal, used to offload and store newsprint. Other cargo offloaded here on occasion. Inside spaces are leased to various tenants and the U.S. Navy docks the Cape Henry at Pier 27 on a permanent basis.

SURROUNDING USE: Pier 23 Restaurant nearby, other office, commercial and industrial uses in nearby piers.

WATER: Yes

SEWAGE HOOKUPS: Yes

POWER: Yes

AVAILABLE BUILDINGS: There are pier sheds on top of both piers. The two piers are connected at the bayward end.

AREA AVAILABLE FOR STORAGE: In between two pier sheds is a large uncovered area that could be used for storage.

OUTDOOR LIGHTING: The pier sheds and apron have lighting.

EXISTING SECURITY: The pier sheds have rolling doors and can be locked. Access to the apron can be controlled by locking the fence gate. Patrolled by Port security.

CHANNEL DEPTH: Pier 27 approximately 31 feet, MLLW, and Pier 29 is approximately 20 feet, MLLW.

PROXIMITY TO SHORELINE: Over the water.

LAUNCH FACILITIES: None

BERTHS: No small boat berths. Plenty of room to tie up boats along the piers.

CRANES/FORKLIFTS: Marine Terminal Corporation has forklifts for its operation, but use of this equipment would have to be arranged with the company.

LOAD LIMIT ON DOCKS: Actual load limits cannot be calculated without a load, but in general the pier aprons and pier sheds at Piers 27 and 29 are in excellent

condition and can support semi-trailer trucks and forklifts at a minimum.

OTHER INFORMATION: The Marine Terminal Corporation leases the entire facility at Piers 27 and 29, so the company should be consulted before this site is used for anything.

RATING: MODERATE

SITE 5: PIER 38

LOCATION: Foot of Townsend

AREA: One large pier with pier shed, a 20,000 square foot marshalling area at end of shed.

EXISTING USE: The pier is not otherwise used except as a detainment area by San Francisco Police on an ad hoc basis.

SURROUNDING USE: Next door to South Beach Marina (recreational marina). Other commercial and industrial uses nearby.

WATER: Yes

SEWAGE HOOKUPS: Yes

POWER: Yes

AVAILABLE BUILDINGS: Pier shed, as described above

AREA AVAILABLE FOR STORAGE: Large covered and uncovered areas available for storage.

OUTDOOR LIGHTING: Pier shed and apron has lighting.

EXISTING SECURITY: Access to pier shed and apron has lighting.

CHANNEL DEPTH: Approximately 35 ft, MLLW

PROXIMITY TO SHORELINE: Over water

LAUNCH FACILITIES: Municipal launch ramp and private boat launch nearby at Pier 52 in China Basin.

BERTHS: No small boat berths at site. Some guest berths may be available at South Beach Harbor, next door. The pier has ladders for smaller boats.

CRANES/FORKLIFTS: None available

LOAD LIMIT ON DOCKS: Apron in need of repair. Need load to calculate the load limits.

OTHER INFORMATION: The fender system is in moderate condition, but ships could berth here. The pier apron is not very strong, but cars can drive inside the pier shed. This pier is currently unoccupied, but may be leased in the near future.

RATING: MODERATE

SITE 6: PIER 48/CHINA BASIN

LOCATION: Fourth and Mission Rock Streets

AREA: Pier 48 is 680 feet long and has two pier sheds on it. Sheds A and B. The total area inside the shed is 250,920 square feet, including the divided area between the two sheds. The two sheds on Pier 48 are connected at the end of the pier.

EXISTING USE: Currently, Pier 48 is unoccupied, but will be occupied by Maritime tenants such as tug and ferry companies.

SURROUNDING USE: Light industrial

WATER: Yes

SEWAGE HOOKUPS: Yes

POWER: Yes

AVAILABLE BUILDINGS: Pier 48, Sheds A and B, as described above.

AREA AVAILABLE FOR STORAGE: Large areas inside pier sheds available for storage.

OUTDOOR LIGHTING: Pier sheds and pier aprons have lighting.

EXISTING SECURITY: Access to pier sheds and apron may be controlled by doors and gates. Area patrolled by Port security and the San Francisco Police Department.

CHANNEL DEPTH: At Pier 48, water is 26 feet, MLLW, next to Shed A and 28 feet, MLLW, next to Shed B.

PROXIMITY TO SHORELINE: Over water

LAUNCH FACILITIES: Available nearby at municipal boat launch and private launch at Pier 52 in China Basin.

BERTHS: No small berths at site, May be difficult for small boats to dock at this pier. Small guest berths may be available at South Beach Harbor

CRANES/FORKLIFTS: None available

LOAD LIMIT ON DOCKS: These limits should be considered approximate only. Must check with Port Engineering staff before placing any loads on this pier!

Approximate limit for dead weight=500 pounds per square foot, approximate limit for wheeled weight=8 tons.

OTHER INFORMATION: This site is currently vacant, but may be leased for warehouse storage in the future. The location is good because China Basin Street can be closed if it is necessary to restrict access to the area.

RATING: Excellent

SITE 7: PIER 90/92 GRAIN TERMINAL

LOCATION: End of Amador Street

AREA: Each pier is approximately 600 to 700 feet long.

EXISTING USE: Currently unoccupied

SURROUNDING USE: Industrial uses.

WATER: Yes

SEWAGE HOOKUPS: Yes

POWER: Power is available in part of the facility, but some of the power lines have been vandalized.

AVAILABLE BUILDINGS: Office building, maintenance shed and some other enclosed facilities attached to the grain elevator.

AREA AVAILABLE FOR STORAGE: Large open areas available for storage. Covered space is more scarce here than at other potential staging areas.

OUTDOOR LIGHTING: Area has lighting

EXISTING SECURITY: Security fence and gate. Area patrolled by Port Security and police. This site is located in an area with known security problems and a large transient population, so additional security may be necessary.

CHANNEL DEPTH: Approximately, 35 feet, MLLW.

PROXIMITY TO SHORELINE: Some areas are on the shoreline, other areas are on the piers over water.

LAUNCH FACILITIES: Closest launch facilities are at Chine Basin

BERTHS: No small berth in the area. May be difficult for small boats to berth here.

CRANES/FORKLIFTS: None

LOAD LIMIT ON DOCKS: Need load to calculate load limits. Some sections of pier decking are collapsed, and cannot be used at all. These areas are fenced off. Other areas may be marginal.

OTHER INFORMATION: The southerly potential staging area in the Port's jurisdiction. This site has large areas of outdoor space, but relatively little covered space. There is some covered office space. Parts of the pier are collapsed, but other parts are usable. The area has rail access nearby, which may be useful.

RATING: POOR

SITE 6A: PIER 50

LOCATION: China Basin and Mission Rock Streets

AREA:

EXISTING USE: There are four sheds on this pier. Shed B is leased by Clean Bay and Clean Bay II is docked here. Shed C is leased by Westar Marine where tugs and boats are available. Shed D is the new Port Maintenance Facility.

SURROUNDING USE: Light industrial

WATER: Yes

SEWAGE HOOKUPS: Yes

POWER: Yes

AVAILABLE BUILDINGS: As described above.

AREA AVAILABLE FOR STORAGE:

OUTDOOR LIGHTING:

EXISTING SECURITY: Access to pier sheds and apron may be controlled by doors and gates. Area patrolled by Port security and the San Francisco Police Department.

CHANNEL DEPTH:

PROXIMITY TO SHORELINE: Over water

LAUNCH FACILITIES: Available nearby at municipal boat launch and private launch at Pier 52 in China Basin.

BERTHS: This site has boat docking capability

CRANES/FORKLIFTS:

LOAD LIMIT ON DOCKS:

OTHER INFORMATION: The location is good because China Basin Street can be closed if it is necessary to restrict access to the area.

RATING:

TAB E: ACCOMMODATIONS

Accommodations for response can be met in two ways.

1. Temporary accommodations can be set up at staging areas or nearby to staging locations

GGNRA has identified locations which may be used to house personnel. These include:

- A. Marin Headland Fire Dormitory, 25 beds and showers available
- B. Battery Chamberlin can sleep 20 people. No beds or showers presently available. Toilets are installed.
- C. Fort Funston can sleep 20 people. Beds and showers are available
- D. With the additions of the Presidio to GGNRA, additional temporary accommodations may be made available upon request.

Contact Hal Spencer, Emergency Services Coordinator, GGNRA, at (415) 561-5184 or (415) 561-5505 for arrangements.

In addition: the American Red Cross can set up shelters, providing cots and food for response personnel. These accommodations can be set up at the some of the listed staging areas. Contact John Ramsey at (415) 427-8000.

2. Hotels and motels can be utilized for accommodating emergency response personnel. Facilities in proximity to the staging areas would be preferable. There are too many hotels and motels in San Francisco to list in this plan. A travel agency, San Francisco Reservations, can be called at (800) 677-1550. They will have information on hotel and motel availability and also cost of the accommodations. They do not have information on discounted rates for disaster workers.

The Pacific Bell White Pages can also be referenced to find appropriate accommodations.

TAB F: AIRPORTS

The nearest airport to San Francisco is the San Francisco International Airport located approximately 8 miles south of San Francisco. The Airport is a large international airport capable of receiving hundreds of thousands of travelers daily.

The Airport will provide “right to land” privileges for governmental aircraft. It will also provide a physical location for parking aircraft. Contact the Operations Duty Supervisor at (415) 876-2131.

The representative from the aircraft must make their own arrangements for other aircraft services such as maintenance and fueling. Contractors are available for these services. Contact the Operations Duty Supervisor for more information.

For aircraft that may be utilized to disperse chemicals, the airport may not have adequate support services.

A heliport is located at the Presidio at Crissy Field, contact the dispatch supervisor for landing approval at 561-5505.

TAB G: HAZARDOUS WASTE STORAGE/DISPOSAL SITES

1. LIST OF POTENTIAL TEMPORARY HAZARDOUS WASTE STORAGE SITES

The types of temporary waste sites will depend on the type and amount of waste oil recovered. The areas identified are paved or on concrete. They should be able to handle waste drums, Baker Tanks, tank trucks or empty fuel storage tanks. We have not located sites on coastal properties where pits can be dug and lined to store waste oil.

The following potential storage sites are listed based on jurisdiction

A. GOLDEN GATE NATIONAL RECREATION AREA

- 1) **Fort Funston Parking Lot**, located off Skyline Area. This site is not covered. There is no fencing around this area.
- 2) **First and Second Overlook Parking Lots at Sloat Boulevard and the Great Highway**. This site is not covered. There is no fencing around this area.
- 3) **Baker Beach Parking Lot and Battery Chamberlin**. Located in the Presidio of San Francisco at Lincoln Boulevard. The site is not covered. There is no fencing around this area.
- 4) **Crissy Field Parking and Old Air Strip** in the Presidio of San Francisco. The site is not covered.
- 5) **Selected areas in lower Fort Mason at Marina and Laguna Street**. The areas would be located near Pier 3. This area may be secured.
- 6) **Alcatraz Island**, selected area south of loading dock.

Contact Harold Spencer at 561-5184 or through Park Communications Center at (415) 561-5505. Mr. Spencer may have access to other GGNRA locations.

B. PORT COMMISSION

- 1.) **Pier 45/Fisherman's Wharf**. This site is covered and can be secured. Because of its location, it would not be a site preferred by the Port.
- 2.) **Pier 35 (Passenger Terminal)**. This site is covered and is secured. Because of its use, it would not be a site preferred by the Port.

- 3). **Pier 27/29 (Cape Henry docked, other tenants in building).** This site is covered and secured. Because of its use, it would not be a site preferred by the Port.
- 4). **Piers 1/2, 1 and 3.** There are covered and secured sheds at this location.
- 5). **Pier 30/32.** This is a very large double pier with no shed. The area is not secure. The pier has a ship berth for very large ships.
- 6). **Pier 38.** This is a large, drafty shed. The area can be secured.
- 7). **Pier 80, Shed A** (container facility). There is a shed which can be secured.
- 8). **Pier 90/92.** This is an open pier with no shed, adjacent to Islais Creek.

Contact Doug Wong at (415) 274-0400 to get access to these facilities. Mr. Wong has access to other Port facilities.

2. PERMITS AND VARIANCE FOR TEMPORARY HAZARDOUS WASTE SITES

A permit from the San Francisco Bay Conservation and Development Commission (BCDC) or the California Coastal Commission may also be needed. BCDC jurisdiction includes the tidal waters of the bay and 100 feet inland from the line of highest tidal action of the bay. This permit would be needed if any alterations to facilities would be needed to handle the waste oil, such as digging a pit. For information on permits for work occurring in the coastal zone or the Bay shoreline, call John Lien at the Coastal Commission at (415) 904-5250.

In addition, DTSC should be contacted to notify them that waste oil will be stored at temporary storage sites. A variance will be needed for storage at these sites. (per Mike Pardee, State DTSC) During working hours contact the Region 2 office at (510) 540-3508. During non-working hours call the DTSC Emergency Response Unit at 1-800-852-7550 and ask for the duty officer.

The Regional Water Quality Control Board (RWQCB) would become involved in hazardous waste or oil storage only if a sump or pit was dug. They would allow a sump or pit to be dug only if it was lined and equipped with leak detection devices. We do not have this capability.

3. HAZARDOUS WASTE TRANSPORTATION PERMITTING

Proper transportation and disposal requirements for hazardous waste will be performed for handling oil spills. Proper procedures utilizing hazardous waste manifests (transportation of oily wastes from the temporary storage areas to the treatment/disposal facility) and hazardous materials bills of lading which would be used in the transportation of recovered oil and debris from the spill site to the temporary storage areas. Bills of Lading are allowed to be used in the transportation of hazardous waste due to an emergency response operations exemption under 22 CFR 66263.43

4. EMERGENCY HAZARDOUS WASTE IDENTIFICATION NUMBER

An Emergency Hazardous Waste Identification Number (formerly EPA ID number) may need to be obtained if the City assumes the role of generator of the hazardous waste. We will utilize the emergency number previously provided to the City, **CAS111111038**.

The Emergency Hazardous Waste Identification Number for GGNRA is _____

5. HAZARDOUS WASTE CONTRACTOR

In most cases, it will be up to the responsible party or the Coast Guard to designate a hazardous waste contractor for disposal of the oil as hazardous waste or other means. In rare cases, the City may have to take on the responsibility of being the generator of hazardous waste. Currently, the City maintains a contract with a contractor who has the ability to respond to small scale emergency spills, providing cleanup and disposal of wastes generated by the event. No agreements exist directly with specific waste disposal sites. However, the contractors employed have access to those sites under the terms of their contracts.

Full service: Greenfield/Laidlaw Environmental
 Fremont, CA
 1-800-996-6966
 1-510-252-9500
 pager 510-884-0206

 Dillard Environmental Services
 Byron, CA
 510-634-6850

6. WASTE PROFILES

Hazardous waste streams sent off to an off-site treatment/disposal facility will need to be analyzed and profiled before it can be accepted by the facility. If the City becomes the generator of the waste, the Department of Public Health will coordinate the sampling and analysis of the material. The Dept. of Public Health has an agreement with their hazardous waste contractor to perform waste profiles. Also, the Dept. of Public Health has agreements with several environmental laboratories to perform waste profiles.

TAB H: COASTAL ACCESS

1. ACCESS

Almost all coastal areas in San Francisco are under the jurisdiction of the Port of San Francisco, GGNRA, or the Department of Recreation and Parks. Specific access information is as follows:

A. From Fort Funston to the Golden Gate

Access roads include Baker Beach, China Beach, Lands End, Sutro Bath, Ocean Beach and Fort Funston Beach. Due to major park restructuring and the addition of the Presidio to GGNRA control, specific access to all of San Francisco portion of GGNRA is through Harold Spencer, Emergency Services Coordinator, 561-5184. This includes Sites A, B, C, & E.

B. Fort Point Pier to Fort Point

(See A)

C. Crissy Field to Fort Point

Vehicular access to Crissy Field is done by driving through the Presidio of San Francisco. (See A)

D. Marina Yacht Harbor

Contact Marina Manager, Gary Davis, 292-2013

E. Lower Fort Mason, Pier One, Two and Three, Alcatraz Island

(See A)

F. Aquatic Park and Muni Pier

Managed by Maritime National Historic Park, contact Superintendent Bill Thomas at (415)556-1659

G. Other Locations

Managed by the Port of San Francisco, Contact Doug Wong at (415) 274-0400

2. BOAT LAUNCHES AND MARINAS

The following locations can be used as boat launches or locations where response equipment may be deployed. They are listed geographically from the southwest corner of the City working clockwise.

GGNRA JURISDICTION

- A. **Ft. Funston Ranger Station** off of Skyline Blvd. can be used to store supplies, large parking lots available for storage of gear. Contact Harold Spencer, Emergency Services Coordinator, 561-5184.

- B. Ocean Beach from Cliff House south to Fort Funston.**
Parking areas between Balboa and Lincoln and from sloat to North Fort Funston. Any of these areas can be secured and used as a deployment area. No pier facility available. Contact Harold Spencer, 561-5184.
- C. Baker Beach at Battery Chamberlin** is located off Bowley Street and Lincoln Boulevard in the Presidio. Large parking lots and truck access with secured areas. No pier facility. Contact Harold Spencer, 561-5184.
- D. China Beach Bath House and Life Guard Station.** This facility has beach access for vehicles and serves as one of GGNRA'S emergency zodiac surf rescue boat stations. China Beach Life Guard station is located at 28th Ave. and Sea Cliff Drive. Contact Harold Spencer, 561-5184.
- E. Presidio of San Francisco at the Old Coast Guard Station on Crissy Field.** Boat pier and beach access with nearby heliport and serves as one of GGNRA's emergency zodiac surf rescue boat stations. Pier is presently not in operation. Contact Harold Spencer, 561-5184.
- F. Lower Fort Mason, Pier One.** Located just off Marina Blvd, and Laguna St. This facility can be accessed by large trucks and has boat slips that can handle large ships. Contact Harold Spencer, 561-5184.
- G. Alcatraz Island.** Has one protected boat slip and one open water pier. Large vessels 100 feet long can berth at the open water pier. Contact Harold Spencer, 561-5184.

RECREATION AND PARKS DEPARTMENT

- G. Marina Yacht Harbor,** Located at Scott St. and Marina Blvd., Contact Gary Davis, Marina Manager, (415) 292-2013.

PORT JURISDICTION

- H. Pier 39 Marina,** Contact Sheila Best (415) 705- 5556, Marina Security (after hours) (415) 705-5544.
- I. South Beach Harbor,** Pier 40, Contact Carter Strauch, wk. (415) 495-4911 or home (510) 237-5027.
- J. Bay View Boat Launch** (and yacht club), Pier 54, has boat launch suitable for small to medium-sized boats. (415) 495-9500.
- K. San Francisco Municipal Boat Launch,** China Basin near Pier 54, has

boat launch suitable for small to medium sized boats. No phone number, public launch ramp.

- L. San Francisco Boatworks**, Pier 66, SWL 345, has boat launch (415) 626-3275.

Other important facilities under Port Jurisdiction:

- M. Slackwater Towing and Salvage**, Pier 9, may have tugs and barges available. (415) 391-1662
- N San Francisco Bar Pilots**, Pier 9, Bar Pilots must board all large ships entering the Bay, Captain Thomas (415) 362-5436.
- O. Crowley Maritime**, Harbor Tug and Barge, Pier 9, may have tugs and barge available, (415) 546-2600
- P. Bay and Delta Towing**, Pier 15, may have tug boats available, Michael Mildher, (415) 781-3577.
- Q. Westar Marine** (subleases to RC Marine and Safeharbor), Pier 50C, Marine supplies (415) 495-3191.
- S. Service Engineering Co.**, Pier 50, Peter Yamashita, (415) 957-1777.
- T. Ganco/B & I Boats**, Pier 64 North, China Basin, Ed Bingham, (415) 543-4669.
- U. Ciddio Pier 66 Boatyard**, 671 Illinois St., John Ciddio (415) 552-6705.
- V. San Francisco Dry Dock**, Pier 70 Shipyard, has a drydock and travel hoist launch available, John McGuinn, (415) 861-7447, Ext. 219.
- W. Metropolitan California Stevedore Corporation**, Pier 80, Firm operates North Container Terminal, Mr. Norm Hauser, (415) 695-7555.

TAB I: POTENTIALLY IMPACTED LOCAL FACILITIES

This information has been previously listed in Annex E, Appendix V, Tab B, identification of Facilities and Local Areas of Major Concern.

TAB J: TIDALLY INFLUENCED CONTROL STRUCTURES

There are no control structures in areas which are tidally influenced which may be used to improve or otherwise modify tidal flows.

TAB K: LOCALLY SIGNIFICANT AREAS

A list of economic resources areas which are of commercial or recreational interest, that may be impacted by an oil spill has previously been listed in Annex E, Appendix V, Tab B, Identification of Facilities and Local Areas of Major Concern.

Other areas which may need closure in an event of an oil spill would be:

- 1 Entrance to San Francisco Bay
This may not be technically feasible.

APPENDIX III PERSONNEL AND INFORMATION RESOURCES

The City and County of San Francisco will need to know the full capabilities of its resources for response operations, and what resources can be committed during an oil spill response. The City will be knowledgeable of its resource capabilities and that these resources can be committed during an oil spill upon the request of the State Incident Commander.

TAB A: OIL SPILL RESPONSE RESOURCE CAPABILITY

It will be the responsibility of the agency and staff assigned to maintain the San Francisco Oil Spill Prevention and Response plan to inventory resources within San Francisco. Currently, the Dept. of Public Health Technical Specialist, Richard Lee, will be responsible for maintaining the plan and inventory resources.

It will be the responsibility of the City departments or other agencies to maintain the resources listed under their jurisdiction.

It will be the responsibility of the Local Response Coordinator, (Fire Battalion Chief of Battalion 2) to mobilize the resources in the City. The Local Response Coordinator will contact the Director of SFOES (through Fire Communications) to notify him/her of the status of the spill and the need to commit resources. The Director of SFOES will make the decision on making City resources available.

It will be the responsibility of the Local Response Coordinator of GGNRA to mobilize the resources of GGNRA.

TABS B - W - AREA RESPONSE AGENCIES

The list of area response agencies is too large to include in this plan. It can be found in the San Francisco Bay/San Joaquin Delta Area Plan.

APPENDIX IV: SPECIAL FORCES

TAB A: CITY AGENCIES

1. The San Francisco Fire Department Hazardous Materials Team is available 24 hrs. a day. They may be useful in managing oil spills. As part of the Fire Department they can be used for the following purposes:
 - Identify and/or confirm identification of oil or other materials
 - Perform hazard assessment.
 - Determine response objectives.
 - Don or provide personal protective equipment
 - Establish resource requirements.
 - Perform site management, under direction of the Incident Commander.
 - Decontaminate personnel and equipment.

The Battalion Chief for Battalion 2 is in charge of the Hazardous Materials Team. He will also serve as the Local Response Coordinator.

The San Francisco Fire Department Rescue Squads 1 & 2, and Engine 34 are trained in cliff rescue

TAB B: GGNRA

1. GGNRA have personnel trained in performing surf rescue and cliff rescue. They are also have helicopter trained personnel.
2. GGNRA also can mobilize trained, qualified and experienced fire fighters to attack wildfires. Response time is approximately 30 minutes.
3. GGNRA fire fighters and rangers are trained to the first responder operational level for hazardous materials.

APPENDIX I: HEALTH AND SAFETY

TAB A; APPROACH, RECOGNITION, AND EVALUATION GUIDELINES

In the event that representatives from the City or GGNRA are the first responders to an emergency situation of a release or threatened release of oil, the following guidelines should be taken upon approach of the site (assuming that the spill is from a marine vessel):

1. Approach site from the upwind location.
2. Take note of route of “retreat” in case spill approaches the response vessel.
3. Avoid entering or close approach to any vapors or smoke.
4. Consider all unidentified products (including smoke) as a hazardous material until identified as non-hazardous.
5. Size-up the incident from a distance, utilizing binoculars.
6. Identify the type of incident:
 - A. Oil spill (and/or hazardous material release) with no fire.
 - B. Oil spill (and/or hazardous material release) with fire.
 - C. Oil (and/or hazardous material), no release, no fire.
 - D. Oil (and/or hazardous material), no release, with fire.
7. Advise the relevant communications center, other responding units, and U.S. Coast Guard of type of incident and appropriate response entry route.
8. If spill is occurring, try to quantify the amount of oil spilled or area covered. Determine rate of spill. Determine direction of spill and potentially impacted areas. Advise relevant communications center and U.S. Coast Guard.
9. Determine if rescue is needed. Determine the urgency of the rescue. Notify relevant communications center and U.S. Coast Guard.
10. Perform rescue only under the following conditions:
 - rescue is urgently needed
 - has been determined that it can be done safely
 - crew has been properly trained
 - approved by U.S. Coast Guard
11. Utilize appropriate personal protective equipment, such as raingear or protective gloves. Avoid contact with oil.
12. Notify other marine vessels to leave or stay away from the area unless they are there to support the operation.

13. Remain at the scene until further directions are received by the Coast Guard.

TAB B: PERSONAL PROTECTIVE EQUIPMENT AND EMERGENCY EQUIPMENT GUIDELINES

It will be the responsibility of the Safety Officer and the Incident Commander to determine the needed personal protective equipment (PPE) for all responders and workers. Depending on the work conducted, different levels of PPE will be needed. The Site Safety Plan will list appropriate levels of PPE that will be needed for specific tasks. The Area Contingency Plan has a generic site safety plan for oil spill operations. Included in the safety plan are personal protective ensembles which can be specified for different operations. The PPE used should comply with requirements of 29 CFR 1910.120 and 8CCR 5192.

In the case of a major oil spill, representatives from Cal-OSHA and possibly Federal OSHA will be on the scene. They would give guidance on appropriate PPE.

In addition, occupational safety and health staff of City Departments can give guidance to their workers on appropriate PPE.

In general, selection will be based on the particular chemical and physical hazards associated with the contaminants, toxicological properties of the toxicants, duration of planned employee activities, quantification of risk as derived by direct reading instruments, and the performance characteristics of the PPE.

Exposure data can be used to upgrade or downgrade the level of protection selected.

Based on the OSPR Site Safety Plan for Emergency Response and Clean Up Activities of Petroleum Chemical Releases in California, the following will be the levels of protection for oil spills.

1. LEVEL D

Level D is the minimum level of protection. Protection includes: no respiratory protection and minimal skin protection, if there is no known or suspected hazardous air contaminants and no potential for skin contact with hazardous materials. Any person involved in field work at the site of the spill will be required to wear the following:

- Coveralls
- Chemical-resistant steel toe and shank boots
- Boot covers, chemical resistant (disposable)
- Safety glasses or chemical splash goggles
- Hard hat

- Gloves
- Safety vest
- Lifting belts (used during certain cleanup operations only)
- Life jackets (used during certain cleanup operations only)
- Ear plugs (if noise exceeds 85 dBA)

2. Level C

This level of protection provides the same level of skin protection as Level B but a lower level of respiratory protection. At this level air contaminants are known or quantified and significant splash or contact hazards exist. This is not an appropriate level of protection for oxygen deficient atmospheres, or Immediately Dangerous to Life and Health (IDLH) atmospheres. Employees will be protected by chemical resistance clothing from atmospheric concentration or liquid splashes and Flame Ionization Detector or Photoionization Detector readings are a few ppms above background. Level C ensemble consists of the following:

- Full Face Air Purifying Respirators/Cartridges (must have approved cartridges for the hazard and proper warning properties)
- Chemical resistant suit (usually disposable)
- Inner/Outer chemical-resistant gloves
- Chemical-resistant steel toe and shank boots
- Boot covers, chemical-resistant (disposable)
- Hard hat
- Ear plugs (if noise exceeds 85 dBA)

3. Level B

This level is the highest level of respiratory protection but it provides less skin protection than level A. This level is used in IDLH environments when the substances or concentrations in the air do not represent a severe skin hazard (lethal by dermal absorption). This level is appropriate for oxygen deficient atmospheres, initial site entry (except where highly toxic materials are suspected), and in situations where Flame Ionization Detector or Photoionization Detector readings are 5-500 ppm above background.

- Pressure-demand full face piece Self Contained Breathing Apparatus (SCBA)
- Chemical resistant suit (usually disposable)
- Inner/Outer chemical resistant gloves
- Chemical-resistant steel toe and shank boots
- Boot covers, chemical-resistant (disposable)
- Hard hat
- Two way radio communication
- Ear plugs (if noise exceeds 85 dBA)

4. Level A

Level A protection requirements are not anticipated for the work tasks at oil releases. For any entry requiring Level A entry, the San Francisco HazMat Team or other trained HazMat team will perform the entry.

Workers who utilize respirators will be part of a respiratory protection program and meet all the requirements of that program. The OSPR Site Safety Plan has more information on selection rationale for personal protective equipment.

TAB C: Monitoring Guidelines

Staff from the Department of Public Health and the Port may be able to perform exposure monitoring at or around the site of the spill. Exposure monitoring is necessary to determine personnel and public citizen exposure to a variety of chemical and physical hazards and to help determine control measures to limit these exposures.

1. General Area Monitoring

The major goal of general air monitoring is to assess concentration of gases and vapors, determine explosive atmospheres, and define the oxygen content. On-site monitoring air monitoring of the immediate work area and surrounding perimeter will be conducted using direct reading instruments to establish and maintain the perimeters of the different control zones (exclusion, contamination reduction, and support). On-site air monitoring will be conducted during the initial hazard identification and assessment phase and periodically thereafter to evaluate if the concentrations of airborne contaminants have changed.

a. Colorimetric Tubes

City Staff has Draeger colorimetric tubes available to measure for petroleum hydrocarbons, benzene, toluene, xylene, and hydrogen sulfide. These measurements can be used to determine needed PPE and any needed evacuations. Draeger tubes are located with the Fire Dept. Hazmat Team and the DPH Technical Specialist Emergency Response vehicle.

b. Combustible Gas and Oxygen Meter

City Staff has numerous combustible gas meters. This device measures both the percent of oxygen and the concentration of a flammable vapor or gas in air. Atmosphere surrounding a spill will be evaluated prior to personnel entry to determine if minimal oxygen levels (greater than 19.5%) and/or if an explosive environment exists. This meter can be used extensively during the initial and periodic site characterizations to establish zone perimeters, and to determine the appropriate level of protection for site personnel.

c. Photoionization Detector

City Staff has a photoionization detectors which should be able to detect various airborne contaminants of oil such as benzene.

d. Flame Ionization Detector (Gascorder)

Currently, City Staff does not have a flame ionization detector.

e. Infrared Spectrophotometer (Miran 1B)

Currently, the occupational safety and health staff at San Francisco General Hospital has a Miran 1B infrared spectrophotometer. This instrument is a direct

reading instrument that may be useful in measuring specific contaminants. The Public Health Technical Specialist will contact SFGH staff to get access to the instrument, if needed.

2. Personal Breathing Zone Monitoring

For City employees who may be exposed to higher levels of air contaminants for extensive periods, personal breathing zone monitoring can be conducted. Department of Public Health and Port staff have low flow air samplings pumps and charcoal tubes to perform monitoring of benzene or other contaminants.

3. Noise Monitoring

City employees who may be exposed to high noise levels from vehicular traffic, electrical generators, heavy equipment, hand held equipment, cranes or other sources can be monitored. Department of Public Health and Port Staff have type II sound level meters and noise dosimeters. Workers who exceed standards (85 dBA for 8 hrs. per day) will utilize appropriate noise protection measures.

4. Heat Stress Monitoring

City employees who may be exposed to heat stress due to working in the sun or wearing chemical protective clothing can be monitored using an environmental monitor known as a Wet Bulb Globe Temperature (WBGT). City staff have access to this instrumentation.

TAB D: DECONTAMINATION GUIDELINES

1. SITE CONTROL

The Incident Commander or Safety Officer will establish site control. They may assign personnel to be the Site Control Officer.

As in other hazardous materials incidents, three zones will be established.

a. Exclusion Zone or Hot Zone: The contaminated area at a site where site characterization, containment, sampling, and cleanup work occurs.

b. Contamination Reduction Zone or Warm Zone: The area where decontamination takes place for equipment and personnel which also serves to resupply equipment, and provide temporary rest area for employees (toilet, benches, shade and liquid replenishment).

c. Support Zone or Cold Zone: The uncontaminated area where administrative and other support functions occurs without exposing workers to hazardous conditions.

For a major oil spill it is possible that many sets of exclusion, contamination reduction and support zones will be created.

Within San Francisco, the role of site security will be assigned to the San Francisco Police Department, U.S. Park Police, or security forces provided by the responsible party. Natural or artificial barriers should be utilized to limit access to unauthorized/unprotected workers.

2. Decontamination Procedures

The Site Safety Plan should spell out the decontamination procedures to be used for personnel and equipment. Alternatively, the following procedures can be used (per OSPR Site Safety Plan).

A. Limited Decontamination

This type of decontamination is established for rest breaks, toilet visits, and prior to lunch. Contaminated individuals will move to pre-designated area and remove soiled gloves. Hands will be thoroughly washed at this time with a waterless hand cleaner or soap and water. The ungloved individual must be careful not to re-contaminate themselves by touching their soiled chemical protective suits during these periods.

B. Full Decontamination

In this instance the individual is finished for the day and must be decontaminated prior to entering the clean zone. The area known as the contamination reduction zone will be used to reduce or eliminate harmful chemicals accumulated on the individual during their activities inside the exclusion zone (hot zone). Inside the contamination reduction zone all reusable protective equipment will be dropped and cleaned by the persons in the support zone. Disposable items like chemical protective suits, booties, and gloves will be disposed of at this point in a manner which limits skin contact to the highest degree possible. Contaminated individuals will move through the decontamination line doffing appropriate gear as designated by posted signs or individuals assisting the movement of personnel through the decontamination line. Once an individual has completed the decontamination process he or she is deemed clean and can at that point proceed to don their street clothes.

C. Equipment Decontamination

This includes any sampling equipment, sampling containers, and general area or personal monitoring devices. All direct reading instruments and industrial hygiene pumps will be wrapped with plastic and duct tape prior to entry into the exclusion zone. All equipment grossly contaminated in the exclusion zone will require some level of decontamination before that equipment can enter into the contamination reduction zone. General decontamination of equipment consists of a soap (CD-99) and water wash with a water rinse. If soap and water removal proves ineffective then a cleaning solvent (De-Sol-Vit) with a water rinse will be used.

Equipment to be decontaminated included any hand tools (trowel, shovels, rakes, etc.) or support equipment tools. All tools will be placed in a plastic pail in the exclusion zone. These tools will then be brushed, wiped, rinsed, and transferred to a second pail for decontamination in the contamination reduction zone. The tools in the contamination reduction zone will be scrubbed and washed in a solution of either De-Sol-Vit or CD-99 and then rinsed with clean water.

D. Decontamination of Personal Protective Equipment

Anytime an air purifying respirator (APR) or self-contained breathing apparatus (SCBA) facemask are used, it will require at a minimum a daily decontamination. All cartridges will be disposed of daily. Both the full face piece air-purifying and SCBA facemask will be washed in a solution containing quaternary ammonium compounds at a temperature of approximately 100-120 degrees °F to assure that the disinfectant solutions have been properly removed. Respirators sometimes take several days to dry. The mask will then be placed in a clean area to dry. If the APR respirators are to be used again the next day then new cartridges will be inserted before use. When daily use of the respirator is finished it will be completely dried before it is placed back into the plastic bag and box for storage.

E. General Area and Breathing Zone Monitoring Equipment

All monitoring equipment must be protected from contamination prior to entry into

the exclusion zone. Direct reading instruments and breathing zone sampling equipment will be wrapped with clear plastic prior to use without jeopardizing the integrity of the operation of the unit. The sampling ports and sensor tips of the direct reading instruments will not be completely covered with plastic to allow the devices to draw in and expel airborne contaminants.

Once the contaminated instruments are deposited in the drop area designated in the exclusion zone all protective plastic will be removed and disposed of properly. At this time any other visible signs of dirt or apparent contamination will be removed by sanitizing pads and then dried. Keeping the instruments clean is very important. Instrument manufacturers will not accept contaminated equipment for repair and a heavily contaminated piece of equipment, if improperly handled, may have to be disposed of as hazardous waste.

F. Decontamination During Emergencies

The most important concern during an emergency is to prevent the loss of life or severe injury. The primary concern in saving a life is to stabilize the victim first and then perform the necessary decontamination procedures. It is the general policy of the Paramedic Division that they will not accept contaminated victims. Contamination from victims can contaminate vehicles and hospitals. In regards to oil, contamination would be less hazardous.

Paramedics can utilize their judgement in transporting victims contaminated from oil. In instances where immediate transportation to a hospital is needed and time for decontamination is not available, it may be advisable to transport the victim wrapped in blankets or plastic to minimize spread of oil.

In cases of heat-related illnesses ranging from heat exhaustion to heat stroke will be treated as life threatening, and thus requiring protective clothing to be removed as quickly as possible.

If decontamination can be practiced without interfering with essential life-saving techniques or first-aid then it must be performed immediately. The victim will be washed, rinsed and/or protective clothing can be cut off.

G. Prevention of Contamination

Procedures to minimize contact with hazardous substances and waste will be implemented and enforced to prevent any potential for contamination. The following procedures will be employed by City agencies and GGNRA staff when they are in areas considered to be contaminated.

- Staff personnel will not walk through areas of obvious contamination with the proper level of protection as determined by the health and safety officer. Any contaminated equipment, vessel or container, or spilled or leaking material which may be a potential hazardous substance will not be directly touched without proper personal protective equipment.

- All monitoring and sampling equipment must be protected from contamination by thoroughly wrapping and bagging it with plastic. An opening must be provided in the plastic for the sample ports and sensors to detect potential hazardous substances being emitted from site materials.
- All staff personnel will wear disposable outer chemical protective suits, booties, and gloves and use disposable equipment (plastic shovels, trowels, sampling containers, etc.)

H. Disposal of Decontamination Wastes

Disposable clothing, tools, buckets, brushes, and all other contaminated equipment will be secured in 55 gallon drums or containers as specified by the Department of Transportation (DOT). Solid and liquid decontamination wastes will be containerized. All containers must be clearly labeled as to their contents, the operations for which they were filled, and the dates.

All spent solutions and wash water should be collected and disposed of properly.

TAB E: SITE SAFETY PLAN

Federal regulation, 29 CFR 1910.120, and state regulation 8 CCR 5192 requires that a site safety plan be established for every hazardous materials incident. It will be the responsibility of the incident commander and his assigned safety officer to develop the site safety plan.

TAB F: TRAINING

1. Worker Tasks

City or GGNRA employees who respond to an oil spill must meet the health and safety requirements mandated by both the California and Federal Occupational Safety and Health Administrations (OSHA). The amount of training required for each individual to respond to an oil spill will depend upon: the kind of tasks performed, the degree of exposure encountered, and the type of operation (emergency response vs. post-emergency cleanup).

Many City or GGNRA employees may serve as First Responders to an oil spill incident. They may be directed to approach the spill to make an evaluation and hazard assessment. Other City or GGNRA employees may serve in logistical positions providing support to the Coast Guard and OSPR. They may set up command centers, staging areas, provide limited equipment. These employees would have limited exposure to the oil. Some workers may be digging pits for storage of waste oil.

It is possible that some City and GGNRA employees may get involved in post-emergency response operations involving cleanup of the oil spill. In addition, employees may be responsible for volunteers performing these operations. Most of this work would be classified as low in magnitude of risk. The City and GGNRA have not determined their role in providing training for these volunteers.

2. Required Training

Workers who are assigned to make an evaluation of the spill without becoming exposed to the oil (i.e. at a distance) would be classified as First Responders Operations. Federal and State regulations require at least 8 hours of training. The California Specialized Training Institute has delineated a 16 hour training curriculum for this class.

First Responders who will take on more responsibility and get involved in mitigation will be classified as Hazardous Waste General Site Workers. They shall receive at least 24 hours of training. If they are expected to be exposed to air contaminants at levels over the permissible exposure limit (PEL), they shall receive at least 16 hours more training on respiratory protection.

Workers who are assigned to set out booms to isolate significant resources will be classified as Hazardous Waste General Site Workers and shall receive similar training.

Workers who serve logistical positions, providing support to the Coast Guard or OSPR, and have no exposure to the oil have no specific training requirements.

Fed-OSHA and CAL-OSHA have both stated that during the post-emergency with low magnitude of risk a minimum of 4 hours site safety and health training

would be appropriate. The Fed-OSHA representative to the scene has the ability to make the determination based on an assessment of the cleanup operation.

Questions on the classification of job operations and their training requirements should be addressed to the Industrial Hygienist for the OSPR (currently Jeff Berliner). Call (916) 324-9801.

In addition, 8 hours of refresher training is required yearly for all site workers, managers and supervisors in addition to the basic training requirement for site workers.

3. Required training topics are listed in Section 14, "Training of the OSPR Site Safety Plan for Emergency Response and Clean-up Activities of Petroleum Chemical Releases in California."

Training shall also include any requirements listed in:

- a. San Francisco Area Plan for Hazardous Materials Incidents
- b. The National Contingency Plan
- c. State Contingency Plan
- d. Worker Health and Safety Standards contained in Title 29, CFR or Title 8 CCR.
- e. Provisions for local governments that handle hazardous materials, contained in Chapter 6.95 of the Health and Safety Code commencing at section 25500, and Title 19 CCR, section 2720, et.seq.

4. Documentation

Training shall be conducted by a qualified instructor and certified in writing upon completion. Proof of training should include: name of training class, hours of training received, dates of class, description of course material covered in the class. This documentation may be needed to be presented upon entry to the exclusion and contaminated reduction zones. This documentation must be available on request to Cal-OSHA or Fed-OSHA inspectors on request. It has not yet been determined who will keep the records of the training for the City. GGNRA will keep training records of its staff.

5. Training Providers

Members of the SFFD Fireboats should be trained as First Responder Operational Level. The Fire Department HazMat Team have been trained to the Hazardous Material Specialist Level. Most Fire Chiefs have received Incident Commander Training.

Several staff of GGNRA have been trained to the First Responder Awareness Level. Some have been trained to First Responder Level Operations Level. Five

members have been trained in Incident Command.

In June 1994 staff from the OSPR provided 24 hours of training to approximately 25 representatives from City Departments and the GGNRA to meet the CAL-OSHA training requirements for response to an oil spill. Certification cards were given to those who successfully completed this training.

In May 1995 , annual refresher training was given to those who received the June 1994 training in Novato by OSPR.

Refresher training was provided to the same trainees in May and June of 1996.

Refresher training was provided to trainees in San Francisco in June of 1997.

Refresher training was provided to trainees in the Bay Area in May and June 1998.

We expect refresher training to be provided on an annual basis.

TAB G: BEACH AND PIER CLOSURES

Most of the beaches and many of the piers in San Francisco are accessible to the general public. During a significant oil spill, oil may contaminate beaches and piers. These facilities may need to be closed in order to facilitate cleanup, prevent the public from exposing themselves to air or dermal contaminants, prevent the public from catching and ingesting contaminated seafood, or any other reason. The owners (GGNRA, the Port, and Rec. and Park Dept) may at their discretion close these facilities. In cases where a potential health hazard may occur at these facilities, the owners may contact the Department of Public Health, Environmental Health Management to help assess the need to close the facilities. DPH also may initiate an assessment. DPH will contact the Regional Water Quality Control Board and the Department of Health Services to help determine the need for facility closure.

The following is recommended wording for signs when a facility is to be closed:

“Beach (or Pier) Closed

Due to Oil Spill

Do Not Trespass, Enter Water or Fish from these Premises”

ANNEX I - SCENARIO DEVELOPMENT

NOT REQUIRED

ANNEX J - OPERATIONS

APPENDIX I: EMERGENCY NOTIFICATION LIST AND PROCEDURES

Information on the emergency notification list and procedures for notification have previously been listed in ANNEX B, APPENDIX III, Incident Response Provisions. Information on provisions when the City or GGNRA is to be notified has been previously listed in the same section.

The Unified Command, composed of the U.S. Coast Guard, Dept. of Fish and Game, and the responsible party, will be responsible for directing and handling Operations to mitigate the spill. Procedures for handling the spill is listed in the Area Contingency Plan.

Most of the procedures to be carried out by the City and GGNRA personnel is in logistical support. City departments and agencies and GGNRA should report to the Local Response Coordinator to receive information and direction in handling their response to the oil spill.

APPENDIX II: CHECK-OFF LIST

NOT REQUIRED

Staff from the City or GGNRA may be called to perform an initial assessment of the oil spill. Find enclosed the Situation Assessment forms that can be used to perform the assessment. This form has been included in the Area Contingency Plan to be used for spills in the San Francisco Bay/ San Joaquin Delta Area.

ANNEX K- APPLICABLE MEMORANDUMS OF UNDERSTANDING

Since the City and County of San Francisco is an entity within itself there are no memorandums of understanding needed to provide assistance within San Francisco. There are no applicable memorandums of understanding between the City and GGNRA.

There are no applicable memorandums of understanding involving the City or GGNRA in handling oil spills, specifically.

Find enclosed the Memorandum of Understanding between the California Dept. of Fish and Game, Office of Oil Spill Prevention and Response and City and County of San Francisco drafted in 1997.

**MEMORANDUM OF UNDERSTANDING (MOU)
RELATING TO
OIL SPILL INCIDENT COMMAND AND MANAGEMENT
BETWEEN THE STATE OF CALIFORNIA,
DEPARTMENT OF FISH AND GAME,
OFFICE OF OIL SPILL PREVENTION AND RESPONSE AND
THE CITY AND COUNTY OF SAN FRANCISCO**

WHEREAS, the Administrator of the Office of Oil Spill Prevention and Response (hereinafter referred to as OSPR) and the City and County of San Francisco (hereinafter referred to as the City) are interested in ensuring a unified and coordinated incident response effort between them through appropriate mutual aid and the coordinated and informed representation within the Incident Command System (ICS) as regulated by the Standardized Emergency Management System (SEMS); and

WHEREAS, the Federal On-Scene Coordinator has the primary authority to direct prevention, removal, abatement, response, containment, and cleanup efforts with regard to all aspects of any oil spill affecting the exclusive economic zone, Federal lands or waters and

WHEREAS, OSPR has the primary State of California authority to direct prevention, removal, abatement, response, containment, and cleanup efforts with regard to all aspects of any oil spill or threatened oil spill in the marine waters of the State and to designate a State Incident Commander (State IC); and

WHEREAS, the State and Federal parties will act in a cooperative and coordinated manner as stipulated in the June 2, 1993 MOU between said parties; and

WHEREAS, OSPR recognizes that local government has the expertise and resources which OSPR will depend on during an oil spill incident; and

WHEREAS, both the Administrator of OSPR and the City share the same goals of protecting California's marine waters and environment and of minimizing any deleterious impacts to public health and safety or the environment; and

WHEREAS, Section 852.60.4 (d) of Title 14 of the California Code of Regulations requires the Administrator to enter into a Memorandum of Understanding with local governments; and

WHEREAS, Section 8574.7 (b) of Title 14 of the Government Code requires a State marine response element that specifies the regional and local planning element which shall provide the framework for the involvement of regional and local agencies in the State effort to respond to a marine oil spill;

WHEREAS, the City has completed the San Francisco Oil Spill Prevention and Response Plan (hereinafter referred to as Local Plan), and has obtained OSPR's approval of that Local Plan;

NOW, THEREFORE, OSPR and the City (the Parties) agree to the conditions identified in this MOU to ensure coordinated and cooperative effort and informed representation within the Unified Command (UC) in the event of an incident.

I. PARTIES

The parties to this MOU are the State of California, Department of Fish and Game, Office of Oil Spill Prevention and Response, (hereinafter referred to as OSPR) and the City and County of San Francisco, (hereinafter referred to as the City).

II. PURPOSE OF THE AGREEMENT

The purpose of this MOU is to ensure the Parties respond to an incident in a coordinated, cooperative manner and agree on the specifics of implementing the UC and the Local Plan. **This MOU is the implementing document for the Local Plan.**

III. DEFINITIONS

Parties acknowledge receipt of the Field Operations Guide (FOG), dated 6/96 and the Standardized Emergency Management System (SEMS) Regulations, and agree for the purposes of this MOU the following definitions will apply:

- A. Agency Representative: Individual assigned to an incident from an assisting or cooperating City Department who has been delegated full authority to make decisions on all matters affecting their department's participation at the incident. Agency Representatives report to the Liaison Officer (LO), or to the State IC in the absence of a LO. (There may be several agency representatives from the City that will participate in the MAC Group, examples include representatives from the Port, OES, Health, Rec. and Park, DPW or PUC.)

The City's representatives will be notified as indicated in the attached, "Position Paper: OSPR's ICS/UCS Model and SEMS", between the Governor's Office of Emergency Services and the Department of Fish and Game, Office of Oil Spill Prevention and Response. See attachment D.

Major responsibilities of the Agency Representative:

1. Obtains briefing from the LO or the State IC.
2. Ensures that all of their department's resources have completed check-in at the incident through the LO to the Planning Section, Resource Unit Leader.
3. Informs their department personnel on the incident that the Agency Representative position has been filled.

4. Provides input to the planning process on the use of department resources unless resource technical specialists are assigned from the department.
 5. Cooperates fully with the State IC and the Command and General Staff on the department's involvement at the incident.
 6. Oversees the well-being and safety of department personnel assigned to the incident.
 7. Advises the LO of any special department needs, requirements or department restrictions.
 8. Reports to department dispatch or headquarters on a pre-arranged schedule.
 9. Ensures that all department personnel and equipment are properly accounted for and released prior to departure.
 10. Ensures that all required department forms, reports, and documents are complete prior to departure.
 11. Has a debriefing session with the LO or the State IC prior to departure.
- B. Field Operations Guide (FOG): The Oil Spill Field Operations Guide, ICS-OS-420-1, 6/96, is a guidance document used in forming a response management system for oil spills.
- C. Liaison Officer (LO)

A member of the Command Staff at the SEMS field level responsible for coordinating with representatives from cooperating and assisting agencies. Local government participants enter into the ICS organization through the LO.

The main role of the LO is to provide an open line of communication between local, State, and Federal agency representatives and the State IC. The LO is the point of contact for those agencies that are assisting with response activities but are not included in the UC. Agency representatives should be kept informed of the incident action plan and its objectives as the incident develops.

Depending on the size of the spill and the extent of spill response activities, the LO and/or one or more Liaison Assistants may be assigned

to the scene. At the scene of the spill, the Liaison will coordinate with the various agencies that have input to spill response activities.

Major responsibilities of the LO:

1. Is responsible for communicating the limitations and special needs of the assisting agencies back to the UC. He/she screens local agency representatives' requests to reduce the burden of time-consuming communications on the State IC.
 2. Schedules multi-agency coordination group meetings and keeps agencies informed of the incident's status.
 3. Ensures staff at the scene of the spill should be sensitive to any local issues that develop during the spill response, and bring those issues to the attention of the State IC when appropriate.
 4. May be called upon to contact any of the following local agencies, or may request the Liaison staff at the Department Operations Center (DOC) to make these contacts: Mayor, Local OES Office, Board of Supervisors, Local Plan Coordinator, Police/Sheriff, Fire Department, Local Universities, Public Health, Public Works, Park Districts, Harbor Districts, Port Authorities, Power Plants, Water Intakes, Sewage Treatment Plants, Historical/Cultural contacts.
 5. Maintains a list of assisting and cooperating agencies and Agency Representatives.
 6. May be requested to contact the appropriate agency to provide information to the State IC on specific issues, such as air pollution, monitoring, waste disposal, public health concerns, equipment movement, or the legal and economic implications of curtailing vessel or facility operations.
 7. Provides agency-specific demobilization information and requirements.
 8. Participates in planning meetings, providing current resource status, including limitations and capabilities of agency resources.
 9. Schedules date, time and location for MAC meetings.
- D. Local Government: In this MOU refers to the City and County of San Francisco.
- E. Local Government Representative (LGR): See Agency Representative.

One Agency Representative is designated to be the LGR and will advise the State IC in the UC. The initial responding LGR could be replaced with another Agency Representative by the Local MAC Group after the MAC group is established and receives their first briefing.

Major Responsibilities of the LGR:

1. Represents local government(s) as set forth in the MOU.
2. Meets the definition of an Agency Representative.
3. Obtains briefing from the LO or State IC.
4. Assists the LO with notification to other Agency Representative(s) and key local personnel.
5. Provides the LO with pertinent information on the availability of local resources.
6. Upon initial response, works with the LO to establish the local MAC group.
7. Works closely with the State IC in an advisory role while attending meetings.
8. Assists the State IC or Deputy Incident Commander (Deputy IC), in providing the first local MAC group briefing after the MAC group has been established.
9. Provides the MAC's concerns and viewpoints with the State IC to the UC and assists in maintaining information flow between the State IC and MAC group.

F. Local Response Coordinator

Position that has overall responsibility for the City or the National Park Service response to an oil spill. The Local Response Coordinator will be the City's Operations Chief, who would then respond to the Mayor. The Operations Chief would exercise elements of incident command as set forth in the City's Emergency Operation Plan (EOP).

G. Multi-agency Coordination Group (MAC)

1. MAC is a cohesive group of all affected agencies established to aid in the overall response, facilitate briefings and share issues during a response.

The MAC group is made up of Agency Representatives and key personnel to review agency policies thus providing valuable input to the State IC. The LGR is the representative of the local MAC group to the State IC in the UC. The MAC group is briefed by the State IC or Deputy IC on a regular basis. The MAC meeting date, time and location are arranged by the LO. The LGR assists in maintaining information flow between the State IC and MAC group.

The Local Government MAC group, after the initial briefing, may select an alternate LGR to represent their issues and concerns. The Local Government MAC group may replace the LGR as their needs dictate. The LGR, however, must meet the definition of an Agency Representative (see LGR Agency Representative definition).

2. The MAC shown in the ICS chart in Attachment A has a broken line going to LGR indicating the UC is receiving input from the Local Government MAC group which is made up of local government people. The line from MAC to Agency Representative indicates that Agency Representatives enter the organization through the LO and also enter into the MAC group (the way that the City's representatives are absorbed into the MAC organization through the MAC Liaison Officer).
- H. Operational Area Level: An intermediate level of the State emergency organization, consisting of a county and all political subdivisions within the county area.
- I. Standardized Emergency Management System (SEMS): As defined in Section 2401 of Title 19 of the California Code of Regulations standardizes response to emergencies involving multiple jurisdictions or multiple agencies. SEMS is intended to be flexible and adaptable to the needs of all emergency responders in California. SEMS requires emergency response agencies use basic principles and components of emergency management including ICS, multi-agency or inter-agency coordination, the operational area concept, and established mutual aid systems.
1. ICS was adapted from the system originally developed by the Firefighting Resources of California Organized for Potential Emergencies (FIRESCOPE) program.
 2. United Command (UC) is a unified team effort which allows all agencies with responsibility of the incident, either geographical or

functional, to manage an incident by establishing a common set of incident objectives and strategies. This is accomplished without losing or abdicating agency authority, responsibility or accountability.

- J. State Incident Commander (State IC): State individual responsible for the management of all incident operations. The Administrator of OSPR or his delegate is the State IC for all oil spills in marine waters of the State.
- K. All other terms as defined and used in SEMS and FOG.

IV. INFORMATION SHARING

The exchange of information between the City and OSPR relative to historic pollution events and current risks is necessary to develop appropriate prevention and response systems, to updating and using the Local Plan for response. Communication in the event of an incident is important to coordinated response.

Action:

1. Incident Reporting

- a. In the event the City is aware of the spill first, the City will contact State OES Warning Center at (800) 852-7550. OES will contact OSPR dispatch at (916) 445-0045. The City may also contact OSPR dispatch.
- b. In the event OSPR is aware of an incident first, OSPR will contact San Francisco Fire Dept at 415-861-8020 and SFOES at (415) 558-2700.
- c. After being notified, San Francisco OES will keep in contact with the OSPR, State IC and/or LO to stay informed of the incident's progress and to support the UC's objectives as well as the City's interests. Information sharing will be conducted through integration of City personnel with the UC, in MAC meetings with the UC and/or by telephone and facsimile.

2. City Involvement

- a. OSPR will notify San Francisco Fire Dept. and San Francisco OES of all oil spill incidents within or with a threat to the county.
- b. With notification from OSPR, San Francisco Fire Dept. will notify City authorities to determine the appropriate level of City involvement.

V. OIL SPILL RESPONSE PREPAREDNESS

A. PLANNING

The National Contingency Plan (NCP), as amended by the Oil Pollution Act (OPA) of 1990 establishes the response organization within the United States and requires tiered contingency planning efforts. The State, consistent with the NCP, defines its response organization through the State Office of Emergency Services Hazardous Material Incident Contingency Plan and addenda to the Oil Spill Contingency Plan. The City's preparedness document is the Local Plan.

Action:

The City will revise and update the plan as necessary and required and identified in the Local Plan, Annex D, Appendix D.I.1.

B. EXERCISE/DRILLS

(Refer to Local Plan, Annex D, Appendix D.II.B-1)

Government Code 8670.10 addresses coordination and cooperation among agencies on emergency drills.

Action:

As fiscally possible, and with sufficient notice, the San Francisco Fire Department, lead agency for the City and County of San Francisco, intends to attend, participate, observe, evaluate, plan, design, coordinate and generally, be involved with oil spill response drills and exercises within the Area Contingency Plan district. The planning, exercises and drills contact person is:

Assistant Chief Frank Cercos
San Francisco Fire Dept.
260 Golden Gate Ave.
San Francisco, CA
phone: (415)558-3205

C. MOU DEVELOPMENT CONTACT

For information on the development of this MOU, contact Richard Lee, Sr. Industrial Hygienist, Dept. of Public Health, Bureau of Environmental Health Management at 415-252-3992

VI. RESPONSE

The Incident Command System, as defined by the Standardized Emergency Management Systems (SEMS), will be followed for incident response, per the basic organizational structure with position description and duties located in the Field Operations Guide (FOG), ICS-OS-420-1, 6/96.

The ICS chart in Attachment A and the listing in Attachment C indicate the ICS structure for the City. This chart is consistent with SEMS and illustrates the relationship between local government and UC by including the LGR in the circle with the State IC. Also refer to Attachment D, OES Position Paper, "OSPR's ICS/UCS Model and SEMS"

Actions:

1. Parties agree to use the ICS chart in attachment A for an oil spill clean up response.
2. For responses involving events such as significant health and safety issues, fire, public works issues, police actions, etc., the City may choose to activate the City's ICS as described in attachment C. Coordination with the State's ICS for the oil spill clean up response will occur through the appropriate levels, i.e. Local Response Coordinator, Agency Representative and Liaison Officer.
3. Parties understand that a Local Government Representative (LGR), will participate in the Unified Command. The LGR position is consistent with the intent of SB 872 (concerning local involvement in oil spill response), functions as part of the State's representation in the UC and is designated in this MOU, Attachment B.
4. The City understands the Local Response Coordinator is familiar with the area plan and has full authority to commit, as necessary, appropriate resources under local government control, or to obtain commitments of resources from other local jurisdictions involved. The Local Response Coordinator will use the personnel, equipment and other resources, as described in the Local Plan, and will advise the State IC of availability of these resources.
5. Parties understand for an incident involving multiple jurisdictions in the City operational area, the representative shall be that designated by the MOU unless local government through the MAC Group chooses another. For incidents involving multiple operating areas (i.e., more than one county) the MAC organization shall chose a representative, most likely from the area most impacted. Until such choice is made, OSPR will designate an interim local representative. The LGR will work with the LO

to initiate contacts with local agencies and coordinate the first meeting of the MAC group.

6. Parties agree that the State IC in consultation with the LGR and, if applicable, through joint conference, with the Federal OSC shall determine the nature of the local government support needed, and how local government resources identified in the Local Plan may be employed most effectively.
7. The Local Response Coordinator for the County shall advise the appropriate level of local response available and shall notify the State IC.
8. The City is dedicated to providing the resources identified in the Local Plan, Annex F, if available to respond to an oil spill incident. The primary contact to obtain resources is the Agency Representative for each department. (Note: the City cannot commit the National Park Service, Golden Gate National Recreation Area resources. The City can request resources from the NPS for OSPR.)
9. Parties agree that in the event of an oil spill or threatened oil spill in marine waters, the Department of Fish and Game shall conduct an initial on-scene assessment of the spill and review of measures being taken by the responsible party and determine the appropriate level of response. Upon completion of the initial assessment, the State IC through joint conference with the Federal OSC as applicable, shall notify the LGR and advise as to the following:
 - a. potential health and/or safety risk to residents
 - b. type of product discharged
 - c. estimated amount of product discharged
 - d. location of product discharged
 - e. name of the designated responsible party, if known
10. The parties agree the City must satisfy the following four (4) conditions on an on-going basis to participate in the UC Structure:
 - a. Complete a Local Government Oil Spill Contingency Plan Element which meets the requirements of Government Code Section 8670.35 and all the implementing regulations, to fully satisfy this conditions; and
 - b. Remain in compliance with all implementing regulations which may postdate this MOU; and
 - c. Participate in the Port Area Planning Process of the U.S. Coast Guard; and

- d. Recognize the authority of the Federal OSC and the State IC as prescribed by law, to issue orders and direct the responsible party.

VII. FUNDING

A. Oil Spill Funds

Funds are available from several sources to cover costs associated with oil spill response activities. Among these are funds from the designated responsible party of the spill, the Federal Oil Spill Liability Trust Fund (33 U.S.C. 2701 et.seq.), and the State Oil Spill Response Trust Fund (Government Code Section 8670.46). It is the responsibility of the incident Finance Chief, in consultation with the UC to determine the appropriate fund(s) to finance the costs of the incident.

Working within the Incident Command System (ICS) structure, the OSPR acts as the coordinator for all State and local agency cost recovery claims. A packet of information containing examples and guidelines for preparation of incident costs is available through the OSPR Cost Recovery Coordinator, Financial Programs, OSPR telephone number (916) 445-9338.

Action:

1. The City understands that if reimbursement for authorized response and removal actions is desired, the funding procedures and policies outlined in the San Francisco Bay/Delta Area Contingency Plan, Annex C, Appendix I, "Spill Funding Procedures" will be followed.
2. The City agrees that the Incident cost documentation to support all items of expense shall be prepared and submitted timely, according to the appropriate reimbursement mechanism utilized (see San Francisco Bay/Delta Area Contingency Plan, Annex C, Appendix I, "Spill Funding Procedures."

B. Local Government Funding

The Oil Spill Contingency Plan Element Grant Program is authorized by Sections 852.60-852.65 of Title 14 of the California Code of Regulations.

Action:

1. The City will continue to participate in the Grant Program by attending area planning meeting, drills and by continuing to update the Local Plan and participate in updating of the area plan.
2. The City will put in a request with OSPR if the City wants to be notified of all major drills.

3. The City will submit invoices in order to receive grant money.

C. SEMS & IC Integration

The City agrees to integrate the ICS, following SEMS and OSPR ICS/UC guidelines to qualify for reimbursements.

VIII. PERMITTING

Government Code 8574.7 (c) (8) requires the plan to include an assessment of how activities that usually require a permit from a state or local agency may be expedited or issued by the administrator in the event of an oil spill.

The California Coastal Act specifies that in the event of a spill, a responsible party may be required to obtain an emergency permit either from local government (provided it has coastal permitting authority), or the Coastal Commission for all response activities which constitute development in the coastal zone. If these activities take place on private or public land other than land owned by the responsible party, the affected landowner may be required to join in the permit. Any permanent facilities constructed in the coastal zone as part of pre-spill preparedness activities are subject to standard permitting requirements.

Emergency permits may be required for activities such as road grading, excavation, etc., as well as for temporary storage sites and staging areas. The permitting process for emergency response initiates with the City requesting permits from the various Federal and State agencies.

Action:

1. Parties agree to obtain all needed permits as quickly as possible to expedite the spill cleanup.
2. The City Agency Representative will identify individuals within the City responsible for issuing permits and will discuss procedures with them prior to a spill in order to avoid delays during a response.
3. The City Agency Representative will work with the responsible party or State IC to obtain permits during a spill. The local agencies the City will work with are as follows:
 - a. For Hazardous Waste Temporary Storage and Disposal Sites Permitting:

Cal-EPA, Dept. of Toxics Substances Control
Telephone 1-800-618-6942
24- hour Telephone: 1-800-852-7550

California Coastal Commission/Bay Conservation and Development
Commission
Telephone: (415)904-5250

b. For Solid Waste Permitting:

San Francisco Dept. of Public Health
Bur. of Environmental Health Management
Telephone: (415)252-3800
Fax (415) 252-3964

c. For Road and Construction Permitting:

San Francisco Department of Building Inspection
1660 Mission St.
Central Permit Bureau
415-558-6070

d. For Other Permitting

As needed, obtain from or initiate through the above City Departments.

IX. PROVISIONS OF UNDERSTANDING

The Parties understand that:

1. This MOU represents a voluntary understanding between the Administrator of OSPR and the City.
2. This MOU will govern all response management activities during a marine oil spill or threatened marine oil spill whenever either affects public health, public safety, and the environment.
3. This MOU further entitles the City to be eligible for consideration for continued grants for drills, training, exercises and participation in the area planning process and Local Plan revisions, as appropriate.
4. This MOU recognizes and incorporates fully by reference, the Local Plan submitted by the County and approved by OSPR on August 1993, and updated November 1995. The Local Plan will be updated again in 1997.
5. In the event that individual and serviceable portions of this agreement are found to be in conflict with either State or Federal law, regulations or policies and therefore of no effect, this Memorandum of Understanding will remain in effect without those provisions unless either Party notifies the other in writing that the entire agreement is terminated.
6. The terms of this MOU may be changed at any time by the Parties by a written, signed amendment hereto with or without notice to any other person. Upon review of the Oil Spill Plan Element, pursuant to Section 852.611.11 (j) of Title 14 of the California Code of Regulations, the grant recipient shall notify the Administrator of any significant changes in the Oil Spill Contingency Plan Element that will alter the terms of this MOU and this MOU shall be modified accordingly. At a minimum, the MOU will be reviewed and updated, concurrent with Local Plan updates to assure that all information contained therein remains reasonably current and mutually acceptable to the parties. The Local Response Coordinator will be named in the Local Plan and any subsequent amendments.
7. This MOU may be terminated by either party upon thirty (30) days written notice.

The City has signed a resolution making the City an Operational area. The following signature for the City is in behalf of the City.

I have read the San Francisco Oil Spill Contingency Plan Element, and am aware of the resources being referenced herein.

Pete Bontadelli, Administrator
State of California, Department of Fish and Game
Office of Oil Spill Prevention and Response

Date

Mayor
City and County of San Francisco

Date

ATTACHMENT B

LOCAL RESPONSE COORDINATORS

The Local Response Coordinators (or Agency Representative) for the City and County of San Francisco will be the on-duty Fire Battalion 2 Chief. They can be reached by calling 415-558-3236 or Fire Dispatch at 415-861-8020.

The Local Response Coordinator (or Agency Representative) for the National Park Service, Golden Gate National Recreation Area is the Emergency Response Coordinator for the National Park Service. He/she can be reached by calling 415-556-5801.

